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HONGKONG OFFICE: 101, DES VŒUX ROAD, CH.  
LONDON OFFICE: 131, FLEET STREET, E.C.

The Daily Press.

HONGKONG, AUGUST 16TH, 1905.

In reproducing a short but forcible protest  
from the editorial columns of the *Singapore  
Free Press*, with whom we are able to  
sympathise in the matter, we should say  
that it comes too late. The announcement,  
made by us some time ago, that "General"  
Booth had promised to "convert Japan,"  
seems to have given the impression that as  
yet the operations of the "Army" are  
unknown in Japan. This is not the case.  
Officers and uniforms and bands were in  
Japan before "General" Booth made his  
last Eastern tour. In the streets of Yokohama,  
and we believe, Tokyo also, the  
procession of the "Salvation Army" had  
already been seen, and heard. Anything  
more melancholy, or ludicrous, or patently  
irreverent and indecorous, according to the  
point of view, than a native "hallelujah"  
chorus, it would be difficult to describe.  
But first we may quote our contemporary,  
as follows:

"It is to be trusted that the sake of the dignity  
of the British nation, and the sake of the  
infamous to General Booth that his suggested  
Salvation Army campaign in Japan is entirely  
inexpedient, and cannot be sanctioned. It is  
all very well for the slanders and criminal classes  
of London and other big towns in what are called  
civilized countries to do what they like, but  
the Salvation Army, but to present these to our  
allies in Japan, as the type of British spiritual  
methods, will be to put Britain in a sorry position  
before a people who are not only as strong as  
the Japanese. From his point of view General  
Booth means well, his ideas of sympathy and  
encouragement for the submerged tenth are  
admirable in their place, but as to the impolitic  
both political and spiritual, but chiefly the  
former as in our case the more important of  
thrashing the Salvation Army apparatus of  
tombstones, tanneries and big drums in a nation  
inspired by such lofty ideals as the Japanese,  
could only result in vulgarizing the English  
people in Japanese eyes. What is good and  
helpful in Whitechapel or Rastefia Highway

may be quite otherwise in Tokyo. And it is an  
sound political grounds that we believe it to be  
prejudicial to the relations between Japan and  
Britain that the Salvation Army should be  
allowed to run loose through the towns and  
villages of Japan."

It certainly cannot enhance the prestige of  
the British nation: it is more than possible  
that it will prove derogatory. General  
Booth and his workers have undoubtedly  
realised, one aspect of Christianity, and  
worked up to it in a way that other sects  
could not claim to have done. They have  
gone into the highways and byways as  
enjoined, and have played the good Samaritan;  
but they cannot pretend to have  
exhausted the field that lay before them,  
and in going to Japan they go too far.  
They have fallen from grace in imitating  
their rivals; and they threaten to wreak  
more mischief than the missionary societies  
whose operations are already known in the  
Orient. It has always been our opinion,  
apart altogether from the political point of  
view, that until the work that lies to the  
hands is accomplished, such associations  
have no logical justification for going  
abroad to seek for new worlds to conquer.  
Much sympathy undoubtedly went to the  
Salvation Army because—specifically  
because—it was taking up the duty that  
the others neglected in their zeal to  
provide the unconsciously sinful heathen  
of tropical lands with wadded comforters  
and flowered scriptures. Their in-  
trusion into the foreign field of mission  
work, and especially their Chief's theatrical  
and timely announcement, savours strongly  
of the advertisement. They must forfeit  
all the tolerance, sympathy, and even  
respect that they have earned in Europe,  
if they insist on pursuing their character-  
istic tactics in Asia. Even in Europe,  
where familiarity has reduced the shock to  
good taste and true reverence, they might  
have achieved as much by methods more  
less of the circus: in Asia, the same  
methods are more unsuitable to the environ-  
ment than many believe the case itself to  
be. They are not only unsuitable; they are  
impossible, and useless. Japanese have  
always shown surprise, sometimes well-bred,  
sometimes not; and often they showed  
undisguised contempt and amusement when  
the raucous pietists made their public  
appearances. A homely illustration is,  
however, always more convincing than one  
drawn from outside; and there are, no doubt,  
readers who neither know nor care how the  
Japanese are likely to look upon these  
things. Let them, in order to understand  
the justice of our contemporary's  
protest, imagine the effect of Salvation  
Army practices in China, and there will be  
little need to say more. There would not  
be so much indignity, perhaps, as in Japan,  
for General Booth's soldiers out-Chinese  
the Chinese when it comes to a matter of  
noise; but the effect upon the Chinese mind  
would not be a wholesome one for the  
European resident to contemplate.

The 27th plague case (fatal) was recorded  
yesterday.

A comprehensive and somewhat sensational  
comment on the recent British Army scandals  
will be found on page 5. It appeared in the  
*Investors' Review*.

The departure of the German mail has been  
postponed until Friday. The *Prinz Heinrich*  
is calling at Poochow for tea on her way down  
from Shanghai.

We understand that the steamers on  
Sunday brought down to Hongkong upwards of  
4,000 Chinese passengers, who were scared by  
the earth tremor at Macao.

The Italian Opera Company will give, by  
special request, another performance at the  
Theatre Royal on Saturday next commencing  
at 9.15 p.m. sharp. This programme will  
consist of *La Bohème* (1st act), *Tosca* (1st act)  
and *Il Trovatore* (3rd act).

Yesterday Mr. G. P. Linnert, auctioneer,  
acting under instructions from the mortgagee,  
sold by public auction the leasehold property  
known as No. 4 Alston Terrace. The  
purchaser was Mr. In Kin Cho, and the price  
he paid \$13,600.

Some time ago we reported the attempt of a  
Chinese woman to commit suicide by jumping  
into the harbour. The case was rounded in  
order that she might undergo medical  
supervision, also to enable the police to find  
her relatives. She appeared before Mr. F. A.  
Hazard at the Police Court yesterday, also  
her nephew and niece, but the latter refused to  
have anything to do with her. His Worship  
bound her over in the sum of \$100 to keep the  
peace for six months.

On board the German mail steamer *Scharnhorst*  
is Rear Admiral Count von Moltke, second  
admiral of the German Far Eastern squadron,  
who is on his way home to take over the com-  
mand of the First Marine Inspection at Kiel.  
The Germans, like the British, have abandoned  
the post of second admiral for their China  
Squadron. Previous to leaving China Admiral  
von Moltke visited all the Yangtze ports in  
his flagship, the *Hansa*.

Local Chinese must learn that it is forbidden  
to erect a nuisance while celebrating their  
festival rites. Monday was the "devil's festival"  
day, and burning Joss paper and smoke annoyed  
many people in the streets, the result of which  
annoyances was that 23 men were charged before  
Mr. G. N. Orme at the Police Court yesterday.  
One of the defendants was fined \$10, while the  
remainder were each ordered to pay a fine of  
\$5.

The new American Consul at Mokanshan,  
welcomed at a missionary meeting, said in his  
reply:—"The up-to-day, down-to-morrow, type  
of missionary was a poor exponent of Christian  
living. Being good comes before doing good.  
The Chinese probably know little and care less  
about God, but they cannot fail to appreciate  
the presence of a holy man living as close to  
them as the missionary must." The new Con-  
sul must have somewhat disconcerted his audi-  
tors by setting such a high standard.

## KIDNAPPING COOLIES.

Mr. J. Dyer Ball, acting assistant Registrar  
General, yesterday proceeded against a Chinaman  
from Canton, before Mr. G. N. Orme at the  
Police Court, for endeavouring to take  
two coolies to Singapore without their consent.  
In Canton the defendant had been described  
by the coolies as a prospector before they  
left Hongkong where work was so plentiful, and  
they decided to come here with him. While  
on the boat, he told them he had better take  
them on to Singapore where wages were higher.  
The coolies did not wish to go, but defendant  
said he must take them. While lying in the  
harbour, they made a complaint, the result  
being that a detective boarded the vessel and  
arrested the defendant.

He was found guilty, and sentenced to nine  
months' imprisonment with hard labour.

## AN EXTRAORDINARY CASE.

The San, who was employed by a number of  
Duck painters residing at Wandui on a boat,  
was left in charge of the house on Saturday  
morning after the residents had gone to work.  
One of the coolies, who returned home before  
his friends, found the coolie in bed. On  
asking what was the matter, the coolie told him  
that at eight o'clock he heard a knock at the  
back door, and some one called out: "I am an  
Excise Officer. Make haste." The coolie opened  
the door and three men rushed in. One griped  
him by the throat, while the other two pro-  
ceeded to punch him on the stomach. They  
then threw him on the bed and proceeded to  
examine the household effects. Out of one box  
they took \$32, and finding another box of  
silk clothes they departed with it. The coolie  
took the case to No. 2 Police Station, where he  
reported his story to Inspector Gould, who on  
visiting the premises found that one box had  
been removed, but that another containing silk  
clothes was lying open. The assaulted man was  
also found not to be marked. As they were  
returning to the station, the coolie gave a Chinaman  
who was passing in charge, declaring that  
he was one of the men who had entered the  
house. This man, however, established an alibi  
and was released. On Monday the coolie, accom-  
panied by a detective, continued his search for  
the robbers. While walking along the Praya  
he said he felt uneasy, and would return home.  
He did, and immediately went to bed, expecting  
about an hour afterwards. The police, who  
after their inspection of the premises and sub-  
sequent events, did not place much credence in  
the coolie's story, were again induced to believe  
there might be some truth in it, thinking that  
possibly the man had died from blows received.  
The post-mortem, however, revealed the fact  
that death was due to beri beri.

## THE SHAKUWAN MURDER.

ACCUSED COMMITTED.  
Owing to the illness of Dr. Hunter, he was  
yesterday unable to attend at the Police Court  
for the trial of the accused in connection with the murder  
of the Sampson woman, Sook Koo. Mr. F. A.  
Hazard, therefore, attended at the hospital and  
took his evidence, which was to the effect that  
the deceased's death was caused by drowning.

On his return to court, Channing Fat, the  
accused, was arraigned before him, and made  
the following statement:—"About the year  
before last I went to the deceased's place, on  
which I lived for 20 cents. Next morning her  
mother rowed me ashore. After that I frequently  
engaged her boat, but have not done so since the  
fifth or sixth month of last year. The year before  
last I asked her to be my sweetheart, but her mother  
would not let her. I did not quarrel  
with deceased, and the charge of murder  
against me is false. Her mother, who  
thought I murdered the deceased, reported the  
matter to the police, and had me arrested. The  
female witness who gave evidence did not speak  
the truth; there were more than ten boats  
moored on the night in question, and many  
people were walking up and down the wharf.  
I did not go on a boat with two others. When  
P. C. 65 arrested me he asked me to tell him  
about the case of murder. I told him I knew  
nothing about it. He said, 'If you don't know  
I will take you to see the Inspector.' The  
police went to my shed, made a search, but  
found nothing."

His Worship committed the defendant for  
trial at the Criminal Sessions.

## LATEST STEAMER MOVEMENTS.

The M.M. str. *Ernest Simons*, with the next  
French mail, left Singapore yesterday at 4 p.m.  
for this port via Saigon.

The Indo-China str. *Laurie*, left Calcutta  
for this port via the Straits on the 19th inst.,  
and may be expected here on the 23rd inst.

The G.P.L. str. *Athena*, arrived at Nagasaki  
at 8.30 p.m. on Monday, the 14th Aug., and  
left again at 3 a.m. on Tuesday for Kobe,  
where she is due to arrive at 11 a.m. to-day.

## TELEGRAMS.

["DAILY PRESS" SERVICE.]

## SULTAN OF JOHORE INJURED.

SINGAPORE, 15th August.  
The Sultan of Johore has received  
serious rib fractures in a motor  
accident at Marseilles.

## NO PEACE.

RUSSIA BALKS AT  
"IRREDUCIBLE MINIMUM."

LONDON, 15th August.  
The Russian plenipotentiaries,  
having considered the Japanese terms,  
agree to accept three of the clauses;  
but absolutely refuse four others.  
One of the accepted three is that  
insisting upon an exclusive sphere  
of influence in Korea.

## COTTON.

LONDON, 15th August.  
An international conference of  
representatives of the cotton trade  
has been arranged.

## SCORES AT THE OVAL.

LONDON, 14th August  
10.55 p.m.  
At the Oval to-day, MacLaren made  
six, Hayward 59, Tidyless 16, Fry  
141, Jackson 76, Spooner a "duck,"  
Hirst five, Arnold (not out) 25, and  
Rhodes (not out) 32. Total for seven  
wickets, 381.

## [REUTERS' SERVICE.]

## THE PEACE CONFERENCE.

LONDON, 15th August.  
The latest from Portsmouth is that the dis-  
cussion on the first clause of the peace con-  
ditions lasted all Saturday afternoon, when it  
was adjourned; but the two main points, viz.,  
the indemnity and thecession of Saghalien,  
are temporarily in abeyance. It is confirmed  
from Portsmouth that the Russian reply rejects  
the indemnity and cession of Saghalien.  
Russia declares that she is not obliged to  
accept peace and pay for the cost of the war,  
the responsibility of which she throws on Japan.

ANTI-CHRISTIAN DISTURBANCE IN  
HONAN.

News has been received by the local mandarin  
from Kailang, the capital of Honan province,  
to the effect that two regiments of troops  
stationed at Kailang (the hill pass where the  
frontiers of two provinces, viz., Honan, Shan-  
si (Shensi) meet) revolted on the 1st inst.,  
and joining a large mob of anti-Christian  
fanatics, have captured the city of Suihsienchun.  
The Governor of Honan has sent several regiments  
to the scene of disturbances and has asked the  
Governors of Shansi and Shensi provinces to  
assist, owing to the large size of the mob, which  
is being organised by the revolted troops, and  
being daily reinforced, so that it is reported  
that the rioters are now at least 30,000 strong.  
—N.C. Daily News.

## THE BOYCOTT AT YOKOHAMA.

A telegram to the N.C. Daily News, dated  
the 8th August, says:  
The boycott by the Chinese at Yokohama  
affects five categories: steamship companies,  
banks, insurance offices, mercantile houses and  
their employees. The boycott of the first three  
is resolved on; it is in abeyance as to the two  
last, pending the receipt of a deputation  
guaranteeing from Shanghai that the exchange of  
American money is not included in the prohibi-  
tion.

The Americans here are arranging to combat  
the monopoly of trading now held by the  
Chinese at Yokohama.

Some of the members of the American Asiatic  
Association are proposing to make strong  
representation to the San Francisco Chamber  
of Commerce and the California Board of Trade.  
The papers here deplore the strong measure  
as premature according to the well-defined rule  
in international dealings.

## THE TALK OF REFORM IN CHINA.

It is reported from Peking that Viceroy  
Yuan Shih-kai has received memorials to the  
Throne on the question of effecting re-  
forms in the country, and that the reform  
movement in Japan, in which the latter engaged  
from the West the services of three or four  
experts to advise their Government. "Who,"  
remarked the Viceroy, "we have learned all  
there is to know from these experts we can  
dismiss them." With regard to the question  
of establishing a parliament, it is stated that in  
addition to strong representations on the sub-  
ject by the Taranto from Viceroy Yuan Shih-  
kai, Chang Chih-tung, Chi Pu and Tsen  
Chau-hsien, similar memorials have been  
received by their Majesties from Sir Cheng  
Kung, Liang Shih-chang, Chinese Minister at  
Washington, and Sun Pao-ch'ang and Hu Wei-  
tsung, Chinese Ministers to the French Republic and  
Russia, respectively. It is further reported  
that Yang Ch'ao, Chinese Minister in Tokyo,  
has also sent up a memorial on the same ques-  
tion, but that being a comparatively new man  
he merely sent it to the Waiwupu to consider,  
asking whether it would be right to address the  
Throne on the subject or not.

HONGKONG, CANTON AND MACAO  
STEAMBOAT CO., LIMITED.

The ordinary half yearly meeting of share-  
holders in this company was held at the offices  
of the company, Bank Buildings, at noon  
yesterday. There were present—Hon. Mr. C.  
W. Dickson (Chairman), Messrs. N. A. Siebs,  
A. Haupt, E. Fuhrmann, H. Schubart, F.  
Salinger and Hon. Mr. R. Shawan (Directors),  
T. Arnold (Secretary) and Messrs. L. S. Lewis,  
F. E. Ellis, J. Arnold, W. E. Clarke, G. T.  
Veitch, P. Testor, G. H. May, H. A. Siebs,  
W. G. Winterburn, H. Oldorp, G. do Cham-  
peau, L. Barinodague and Dr. J. Noble.

The CHAIRMAN said:—Gentlemen, I propose  
that, as usual, the report and accounts be taken  
as read, and as they in a measure speak for  
themselves I shall not detain you with many  
remarks. The result of the six months' work-  
ing is certainly a poor one, but, as was stated at  
our last meeting, profitable working cannot be  
looked for under the prevailing conditions of  
the trade. The item of repairs is somewhat  
heavy; this, however, was to a great extent met  
by the amount brought forward from the pre-  
vious half-year, so that we are able to maintain  
the dividend of \$1 per share without drawing  
upon the Realization Fund. The sum left to  
be carried forward is small, but it is not antici-  
pated that the expenditure for repairs will be  
heavy during the current six months, most of  
our steamers falling due to be docked in the  
early part of the year. Turning to the balance  
sheet, I may explain, with reference to the item  
"Shares in Public Companies," that during the  
half-year certain new issues were taken up, and  
although it was deemed prudent when closing  
the accounts, to adjust values by the transfer  
of \$13,008, from the Investment Fluctuation  
Account, that amount, I am pleased to say has  
since been more than recovered by the recent  
rise in market rates. The properties mortgaged  
to the company have just been revealed by  
Messrs. Palmer & Turner, and the valuations  
all show very satisfactory margins upon the  
sums advanced. I do not think there is any-  
thing more which calls for explanation, so  
unless there are any questions to be answered, I  
will propose the adoption of the report and  
accounts as presented.

There being no questions, the CHAIRMAN  
moved accordingly.

Mr. LEWIS seconded the motion, which was  
carried.

Mr. VEITCH proposed and Mr. TESTER  
seconded, that the appointment of the Hon.  
Mr. C. W. Dickson as a director be confirmed,  
also that Messrs. Siebs and Haupt be re-elected  
members of the board.

Mr. LEWIS proposed that Messrs. A. O'D.  
Gourdin and W. H. Potts be reappointed  
auditors.

Mr. SCHUBART seconded the motion. Carried.

The CHAIRMAN:—That concludes the busi-  
ness, gentlemen. Dividend warrants will be  
ready to-morrow morning at 10 o'clock.

## SUPREME COURT.

Tuesday, 15th August.

IN SUMMARY JURISDICTION.  
BEFORE MR. A. G. WISE (PUNISH JUDGE).  
THE KING HOEN v. THE WONG LEE FIRM.  
The plaintiff firm, which carries on business  
as coal merchants at Wing Wo Street, claimed  
the sum of \$648 from the defendant, being on  
account of coal supplied to the *ss. Hai Chang*,  
payment of which the defendants had guaranteed.  
Mr. E. A. Bonner (of Messrs. Deans and  
Bovley) appeared for the plaintiffs, and Mr.  
P. W. Goldring (of Messrs. Bratton, Hett and  
Goldring) represented the defendants.

Mr. Bonner—My friend is here to consent to  
judgment, My Lord.

Mr. Goldring—That is so, My Lord.

His Honour—Judgment and costs for  
plaintiffs.

## A BAD CHARACTER.

On Monday Foreman Gordon of Samshing  
arrested a young native on the charge of  
stealing a jacket. On arrival at the Police  
Station the sergeant found that the same young  
man was wanted to answer charges of highway  
and armed robbery with violence, and three  
charges of burglary, all of which acts were  
committed in the New Territory. The native  
was also wanted to answer the charge of  
returning from banishment. He appeared  
before Mr. F. A. Hazard at the Police Court  
yesterday on these counts, but His Worship  
adjourned the case until to-day, advising the  
police to proceed on one of the charges against  
the defendant. If the robbery with violence could  
be proved, His Worship stated that this would  
be sufficient to send him to penal servitude for  
life, therefore it would then be unnecessary to  
proceed with the other charges.

## ANOY.

The N.C. Daily News correspondent, writing  
on the 2nd August, says:  
The well-known Chinese millionaire, Lim  
Sze-fu, died on the 18th of July, of old age.  
The German gunboat, *Ilisa*, arrived on the  
18th of July from Poochow. She is still in  
port.

Monsieur J. A. Lamy handed over charge  
of the French Consulate and of the Spanish  
interests on the 26th of July to Monsieur P.  
V. Lamy, Manager of the French Telegraph.  
Monsieur Lamy left on the 26th of July for  
Hongkong, per C.N. S. *Sarkis* en route to  
Europe. There was a large multitude of  
crackers and bombs when he left the jetty.

There was a general holiday on the 28th of  
July, being the 31st anniversary of the birth-  
day of the Emperor Kuang Hui. His Excel-  
lency the Viceroy and His Excellency the Chinese  
Admiral entertained nearly all the foreign  
officials to a dinner (supplied by the Sea View  
Hotel) at the Admiral's yacht.

Nearly all the Protestant missionaries have  
left their stations in the country for the North  
for their summer vacation.

## THE LIKIN QUESTION.

The *Thienhai Times* says:  
Notification was made a few days ago that  
the *Ilisa* had been officially abolished in all  
provinces, and in accordance with no s from  
the south the *Ilisa* stations were closed towards  
the end of June, and this was very general  
regarding them. As we have already firmly  
mentioned would be the case, however, the  
offices were reopened a few days later for the  
purpose of collecting the general tax, which is  
the substituted source of provincial revenue,  
and which distinguished from the old *Ilisa* by  
being 100 per cent heavier. The N.C. Daily  
News has, we notice, a correspondence which  
bears out our remarks.

Yes, the *Ilisa* offices have been abolished,  
but the houses were not torn down and the  
personnel not dismissed, except possibly for an  
hour or two. The doors which were shut have  
been opened again. The old regime has taken up  
operations again under the new name indicated,  
both at the *Ilisa* stations and the surtax office,  
with this one difference, that the old wolf has  
returned in sheep's clothing with his teeth  
sharpened.

The proclamation issued stated that no goods,  
either of import or export, will be exempted.  
Goods will be taxed at the old rates with the  
exception that, whereas 1,100 cash was formerly  
accepted as payment for one ton of duty levied,  
now 2,000 cash must be paid.

Shortly after the signing of the Mackay  
Treaty we drew the attention of the China  
League to the way in which China was bound  
to "abolish *Ilisa*," and if the 15 per cent  
duty came into operation it would not be as an  
offset against inland taxation but as an addition  
to a much heavier drain on foreign trade than  
ever *Ilisa* represented, and as time goes on we  
are the more convinced these apprehensions  
will prove well founded.

## CANTON.

(FROM OUR CORRESPONDENT.)

Canton, 14th August.

About 7 a.m. on the 12th inst. a serious fire  
broke out in Yow Wah Sam Yek (West End).  
It originated from Tso's residence, No. 13 Yow  
Wah Street, and gradually spread round the  
neighbourhood. The brigades worked up to  
noon. Altogether 38 houses were destroyed by  
fire. The origin of the fire is unknown. At  
10 p.m. last night another fire broke out at Ng  
Sia Moon. The Fook Hing Loi tea shop and  
four other shops were burnt down. Several  
men in the street were seriously wounded by  
earthquake water jets thrown from roofs of  
neighbouring houses to put out the fire.

## THIEF-ARRESTED.

Yuen Kwai, a house cooler employed by  
Messrs. Carlowitz & Co. was arrested for steal-  
ing a trunk and other articles belonging to the  
manager of the firm. He was sent to the Nam  
Hoi. When the trial took place (12th inst.)  
he denied having stolen the things and refused  
to sign a confession.

## IMPERSONATING VICEROY'S DEPUTIES.

Several notorious sharpers, now at large, are  
representing themselves as deputies of the  
Viceroy and have been successful in perpetrat-  
ing large swindles. It has now come to the  
knowledge of Viceroy Shun who has given  
orders to have them promptly arrested. His  
Excellency the Viceroy has also issued a  
proclamation warning the people not to be  
deceived by them.

## REDUCTION OF POSTAL FEES.

Commencing from the 1st instant postal  
rates for letters sent from Canton to the follow-  
ing places and vice versa have been reduced to  
five cash per 3½ mace in weight, viz.:—Pong  
Chuen, Honan, Fuli, Fat Shan, Wengpo,  
Chun Chuan, Taihuang, Kamehuk, Kankong,  
Loongkong, Loong Shan, Kongsmoon and  
Shanghai.

PREVISION OF STEAMERS AND STEAM  
BOATS.

The Waiwupu discovered that owners of  
steamships have frequently overloaded their  
cargoes with cargo and carried passengers in  
excess of their capacity, thus jeopardizing  
human life and property. I hear that  
new regulations have been made to  
limit the number of passengers and the  
quantity of cargo to be carried by vessels  
according to their carrying capacity, &c. A  
copy of these new regulations has been received  
by the Viceroy, who will shortly enforce the  
rules.

## COUNTERFEITING TRADE MARKS.

In consequence of the Yow Wo Company, a  
Chinese firm up-country, having counterfeited  
the trade mark of a match box label, the  
Japanese Consul-General at Hongkong  
has communicated this matter to the  
Viceroy. His Excellency has given orders to  
the Nam Hoi to have the owners of the Yow  
Wo Company arrested and punished. I hear  
that counterfeiters of trade mark labels of all  
descriptions are common up country and European  
firms do not seem to take any trouble to put a  
stop to such dishonest practices.

A SHANGHAI WARNING TO  
BOYCOTTERS.

The *Universal Gazette*, published in a leading  
article a warning to its readers that although  
Chinese are within their rights to inaugurate  
a boycott on American goods as a means of  
showing the spirit of the nation to outsiders  
there must be a limit, and it fears that the  
decision to forbid the purchase or sale of  
American goods (that have already been  
contracted for) will do a great deal of harm to  
the Chinese; on the other hand, it will not hurt  
the Americans in the least for the present. In  
other words, it has been estimated by well-known  
business men that there are not less than  
between forty and fifty million taels' worth  
of goods of all kinds that were contracted for  
by Chinese merchants prior to the 20th  
of July last from the United States, which  
according to previous decision must be taken  
delivery of as the goods arrived in China. "This  
huge amount must, therefore, if the decision  
not to purchase or sell be carried out—be  
"shelved" and what will then be the result to  
the pockets of dealers in American goods and  
the Chinese at large by the looking-up, even  
for a short time, of these several tens of millions  
of taels, if the rule or purchase of the goods  
representing them, and for which ready cash  
has been paid, is prohibited? American mer-  
chants cannot lose in the transaction, for they  
have been paid, but what will Chinese do with  
the goods on their hands?

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the *Ilisa* had been officially abolished in all  
provinces, and in accordance with no s from  
the south the *Ilisa* stations were closed towards  
the end of June, and this was very general  
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mentioned would be the case, however, the  
offices were reopened a few days later for the  
purpose of collecting the general tax, which is  
the substituted source of provincial revenue,  
and which distinguished from the old *Ilisa* by  
being 100 per cent heavier. The N.C. Daily  
News has, we notice, a correspondence which  
bears out our remarks.

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but the houses were not torn down and the  
personnel not dismissed, except possibly for an  
hour or two. The doors which were shut have  
been opened again. The old regime has taken up  
operations again under the new name indicated,  
both at the *Ilisa* stations and the surtax office,  
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returned in sheep's clothing with his teeth  
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either of import or export, will be exempted.  
Goods will be taxed at the old rates with the  
exception that, whereas 1,100 cash was formerly  
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now 2,000 cash must be paid.

Shortly after the signing of the Mackay  
Treaty we drew the attention of the China  
League to the way in which China was bound  
to "abolish *Ilisa*," and if the 15 per cent  
duty came into operation it would not be as an  
offset against inland taxation but as an addition  
to a much heavier drain on foreign trade than  
ever *Ilisa* represented, and as time goes on we  
are the more convinced these apprehensions  
will prove well founded.



## THE BOYCOTT.

The *Peking Times* says:—The commencement of the boycott movement in the South seems even at this early stage to be foreshadowing all that the well wishers of China feared that it would lead to, that is as a first result. The second result, in which America and not China will be the principal actor, has yet to come, and China will be exceedingly foolish if she lets it come, or let it come seriously threatened. The Chinese students have taken great pains to tell us that the movement is not directed against persons and is in no way to assume a semblance of personal hostility. Yet the first thing we hear of is the American flag being pulled down at Alao, troops being sent to protect Americans and British in that port, posters being pulled down in Shanghai and an English firm's business being interfered with, simply because such firm had very rightly disapproved of the Chinese policy. None of these things represent the dignified abstention from merely purchasing certain articles which the students and merchants have so glibly talked of, and which we have ventured to predict they would not be able to carry out. We give the promoters of this boycott idea the credit of this being their original desire and intention, and we are even willing to believe that the more enlightened of the patriots do not approve of the extreme measures which are being adopted, but that it is just where our country comes in. We maintain that the Chinese people at large are not sufficiently enlightened to venture to handle such a weapon as boycott, and that they cannot hope to do so without the dangerous thing exploding in their hands. Public movements in China know but one law, that of mob violence, and in this newly born unity of sentiment the same rule will hold good. The movement is born of excitement and is being nourished on sentiment. The new patriotism is not, we fear, sufficiently well grounded on respect and reverence for the powers, that be and an appreciation of other powers, or knowledge of facts to be temperately and intelligently directed, and unless the people are kept going on a wave of excitement and activity it will not last. It is not a patriotism which will be content to sit quietly at home and evolve schemes for industrial improvement and development to make China more self-supporting, or to steadily plod at a general elevation of the moral national tone so as to make her people welcome and respected wherever they go. But it is a patriotism which seeks some plausible outlet and excess for a prejudice and unbridled ignorance which is continually itching to find expression, and the Government had better recognize the truth and see to it that matters do not get beyond its control as they did in 1900. The Government would not heed warning then, but the results of its indifference are surely sufficiently fresh in the memory to make discretion the better part of valour. The mischief is still well in the bag, and can be nipped without difficulty if the Government chooses, and it will be advisable for it to take steps to nip it in the bud before anything really serious happens. The view taken of the boycott movement by Messrs Noel, Murray and Co. in their report is one which will be widely upheld by business men, as their knowledge of the Chinese makes it difficult for them to believe that any Chinese merchant will forego solid profit for the sake of some hardship undergone by coolies or even students in America, and this we fully endorse, and as a united commercial movement we agree with them in their view. That fact will not suffice to prevent mischief being done in its name, and very serious consequences resulting to Chinese through a piece of foolishness.

## INTERNATIONAL WRESTLING.

INDIA BEATS JAPAN.  
Our paragraph yesterday suggesting that a fat Japanese wrestler ought to defeat Mr. Sandow's wrestler by sheer avoidance of the N. C. Daily News shows. The Indian returned to was a very little fellow, but a very good wrestler. The wrestling took place at the Chinese Su Ho gardens on August 14th, and was witnessed by a large number of Chinese who had ridden out to witness an encounter between a Japanese Champion and a member of Mr. Eugen Sandow's company. The Japanese selected was Iwashiki and Mr. Sandow's nominee was an Indian named Harichand.  
When the men took the ring it was seen that the Japanese was the taller, heavier, and apparently much more powerfully built, but he was handicapped by a lot of superfluous flesh. Sandow's representative, back and arms particularly, were covered with well-developed muscle.  
Mr. Mosser announced that it was a go for the best two out of three bouts, catch-as-catch-can rules, with the exception of one or two established Japanese holds. Mr. Mosser introduced Commander V. I. I. of H.M.S. *Ohio*, who had been watching the match.  
Commander V. I. I. explained that the rules were catch-as-catch-can, but catching by the throat was eliminated, and the Japanese style of pushing out of the ring disallowed; every other catch was good and fair. Both shoulders must touch the ground at the same time, and a roll-over did not count.  
The men faced each other and the Japanese tried to lift his opponent, but the Indian went to his knees and the Japanese forced him to get up and he got up. The men played about a good deal and then the Indian went to his knees again and got fixed. The Japanese waited for some seconds but then tried to alter his position, but the moment his muscles were relaxed the Japanese found himself lifted off his feet beautifully and banged down, and the Indian was on him immediately, pinning down his shoulders as he could turn over. Time 2 mins. 50 secs.  
The Indian thus won and came in for tremendous applause. It was a pure case of science beating weight.  
Mr. Sandow offered to pit the Indian against a Japanese tonight for 31,000, two straight falls in the Japanese style. Mr. Mosser announced that he had accepted the challenge. [These bets are probably "arranged" by the two showmen, to add attraction to their respective entertainments.—Ed.]

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following forecast:—  
Moderate W. and S.W. winds are likely to prevail in the Furness Channel and the N. part of the China Sea.  
Forecast—W. to S.W. winds, light to moderate; fair.  
There was another large audience at the circus tent at Causeway Bay last evening to witness the attractive and up-to-date performance, and the continued applause of the spectators testified to their satisfaction of the acrobatic, juggling and other displays which they witnessed.

## THE BOYCOTT AGITATION IN HONGKONG.

Signs are not lacking that among the Chinese of the Colony the boycott of American products and manufactures which is in force in many parts of the Chinese empire is cordially supported here. Several of the Chinese newspapers are refusing to accept advertisements of American goods, while on the other hand it is to be noticed that Chinese traders are giving prominence in their advertisements to intimations that their goods are of English or German or in fact any origin but American. A well known Chinese resident with whom a member of the *Daily Press* staff had a conversation on the subject yesterday remarked that he had seen American cigarettes being scattered in the roadway near the Central market to be trodden on.  
"And the cigarette-loving coolies and small boys—do they not look on these showers of cigarettes as manna from Heaven? Do they not fall over each other in their eagerness to annex as many of them as possible?" asked the reporter.  
"Oh no" was the reply "there is patriotism even in the breast of the coolie."  
The reporter ruminated on the subject, but his knowledge of the Hongkong coolies and his ways makes belief in this extraordinary story of self-denial very difficult.  
A few placards have been posted in the Colony counselling Chinese not to patronise the lower level trams, the authors of the placard assuming the trams to be an American enterprise. As a matter of fact, the trams are owned by a British syndicate, and all the plant is of British manufacture. These placards were not printed, but written, and it ought not to be impossible for the police to discover their author.

## THE BORNEO GOVERNORSHIP.

FRESH EXPLANATIONS.  
The *Straits Times* of the 8th inst. says:—  
And now that "most excellent Governor," following the example of his predecessors, and after inaugurating that "sound policy of economy coupled with efficiency," resigns his job, because he could not get a Governor's salary. Nay more; we are also informed that his two immediate subordinates declined the honour that the exalted London Board would have thrust upon one or other of them, and both refused to accept the gubernatorial toga when Mr. Guertiz was ordered to appoint a substitute. Eventually, it would appear, the Chief Police Officer was coaxed into making a temporary acceptance of the graceless billet, under conditions that we are now in no position to conjecture. As C.P.O., he doubtless knew that somebody had to keep order, in even a Governor-heretofore land; and as that responsibility would devolve upon him should any how, there was no valid reason why he should refuse to become Governor officially as well as *de facto*. This is especially so in view of the fact that the biller may have offered a few attractions in the matter of residence, allowances, etc., such as a mere C.P.O., under an administration based upon "a sound policy of economy, coupled with efficiency" had no right to expect. One can well imagine with what a satisfactory spasm of self-gratulation the present Resident of Borneo, to whom stage-minded efforts the inhabitants of the Chartered Company's territory owe what little comfort in the way of the hospitals and medical attendance they now enjoy—will read the story that the Chairman of the Company casts upon his humanitarian prodigality, and then peruses the announcement of his successor's resignation. Mr. Birch's resignation, coming as it did on top of Mr. Clifford's similar action, seems to have ratcheted deeply in the bosom of the Chartered Company's Directors. Even now—years after he has quitted the Company—the opportunity afforded by a semi-annual meeting could not seem to be overlooked as one on which to hold him up to the obsequies of all and sundry as the prodigal spendthrift who actually squandered the Company's money in erecting hospitals in some of the less healthy districts where the people got into the way of dying, and thus no moderate amount was procurable. It will be remembered that one of the first official acts of Mr. Guertiz's career as Governor was to shut down these hospitals; which he did under instructions from London. Subsequently—as a result of the publication of the facts in the *Straits Times*—the hospitals were reopened. As a general rule, however, the economic but efficient policy of "milking" the country for the benefit of the shareholders has been pursued by the new acting Governor. He had to follow it or lose his position. We may well wonder whether or not Sir Charles Jessel will again enliven him, at the next half yearly meeting in the Cannon Street Hotel, as "their most excellent Governor," or will he defame him, as he has done in the case of Mr. Birch, because he could not simultaneously adhere to the interests of the London Board, and his own self respect as an administrator. However that may be, the facts as they now stand seem more than worthy of the special attention both of H. E. the High Commissioner and the Imperial authorities at home.  
Our last telegram announcing that Mr. Guertiz has been confirmed in his position as Governor would seem to indicate that the London Board of Directors—in excusable trepidation as to what the outcome would be if they allowed a third Governor to abandon them—have acquiesced to the request of their whimsical Judicial Commissioner, and have agreed to pay him a salary adequate to his position.

## THE CHINESE WAY.

We are indebted to the N.C. Daily News for the following good story:—  
The completion of a Revenue Cruiser to protect the salt gabelle in the creeks and lakes in the vicinity of Soochow recalls a perfectly true story that was well known here. When steam launches were much less common than they are now, Shanghai was startled by the announcement that six native-owned launches were to be offered at once by auction. It turned out that they had been used to protect the salt gabelle, but the smugglers had complained that these launches were making their business unprofitable. They were prepared to be chased by any number of native gunboats, but if steam launches were used, they would be obliged to withdraw their contributions to the private exchequers of the officials. The officials saw the justice of this complaint (this was some years ago) and the steam launches were sent down to Shanghai and sold.

## SIR GERARD NOEL'S LABOURS FOR NAVAL PROGRESS AND REFORM.

The correspondent at Hongkong of the *Naval and Military Record* writes thus:—  
Few persons outside this command can realise the magnitude and success of Sir Gerard Noel's labours in the interests of progress and reform. Starting with cruising in company (a detail hitherto unknown on the station), the arrival of 14 vessels at Woosung was the biggest squadron assembled at the port during the present generation, and it so impressed the British community of Shanghai that they flocked to the crews. Ventilation—that indispensable essential to health and comfort in warships—next received Sir Gerard's attention, and so marked were the rapid improvements effected in the system that they surprised even those responsible for an efficient air supply between decks, whilst material improvement in the health of the crews was soon noticed by the medical officers. The Commander-in-Chief next discovered that the training of the men required considerable modification and adjustment, and he turned his attention to discreetly proper training of the men and the application to the requirements of the times and the period which service men had to do by abolishing much that had been rendered useless, and creating in lieu thereof a definite, concentrated principle of training which removed many difficulties surrounding the vexed problem of short service training and resulted in the "five years" men receiving instruction adequate to their requirements on station, suitable for transfer to the Reserve, and useful when seeking employment in civil life. A reduction of "red tape" was distinctly noticeable after the Commander-in-Chief's first inspection of the Dockyard and shore establishments, and thereafter the transaction of business with economy and despatch enabled ships to prepare for lengthy sea service at short notice. The importance which mechanical knowledge is to play in the future naval officer's career caused Sir Gerard to adapt engine-room training for midshipmen on lines relevant to future possibilities, and to establish continuity of instruction where dislocation prevailed.  
Probably no department came more under his immediate eye than the signal branch, which is now in a highly efficient state. Signal ratings have been consistently changed, passing during their stay on the station through all the types of vessels. Shore stations have been improved to most modern requirements, and wireless telegraphy has been introduced. Landing parties and other exercises have embraced the requisites of physical drill, whilst increased facilities for leave and sport have done much to develop a healthy tone on the lower deck.  
That better shooting results would be obtained by allowing gunlayers to cultivate confidence in their own ability was very evident to Sir Gerard Noel, and the system of battle tactics and judging distance was improved, resulting, here, there and everywhere, in excellent shooting.  
Courting a spirit of co-operation from his officers, the Commander-in-Chief has seldom hesitated, and never obtrusively declined any proposals from them, and has adopted what there might be in them worthy of a practical test. At the same time, it has never been his custom—without carefully sifting their probable results, and an open ear has been given to them, and his expediency and utility of any suggestions have made themselves apparent their adoption has soon followed.  
Few admirals, with their squadron continually on the move and surrounded by uncertain events consequent upon the progress of hostilities on the station, could have accomplished so many useful reforms in so short a time. The *Ocean*'s recent shooting may be accepted as a significant commentary of the efforts of Sir Gerard Noel to encourage self-reliance and resourcefulness amongst the personnel of his command.

## VICEROY CHOU FU ON MANCHURIAN QUESTION.

The following resume of the Memorial of Viceroy Chou Fu regarding Manchuria appeared in various native newspapers on August 10th and was translated by the *Shanghai Mercury* as follows:—  
Japan and Russia have been engaged in war for some time and the President of the United States gave his good offices to arrange peace negotiations between the two powers at Washington, and China being a neutral power could not interfere in the negotiations. However, the matters regarding the three Eastern Provinces and especially Port Arthur are intimately related to China. If we simply leave the matter to the hands of the belligerents without being informed and the matters be settled China must suffer wherever they be the gain or loss. The belligerents are the cooking utensils while China is meat to be cooked. Future dangers need not be narrated here. The U.S. Government proposed some time ago that the towns in Manchuria shall be opened for foreign trade and the powers shall not be allowed to interfere with the rights of China with a view to maintain the peace of the Far East. Therefore it is now proposed by me to memorialise asking the issue of an Imperial Rescript to the Chinese Minister to Washington to inform the U.S. Government in this matter and state that whoever of the belligerents may in no case shall be permitted to encroach on China's sovereignty in the three Eastern Provinces, over the territory, administrations and also mining affairs. In the matter of opening the towns in Manchuria it is necessary to let all the powers have equal privileges without any partiality while the future system to be adopted to promote the welfare of the three Eastern Provinces affairs shall be similarly administered to the provinces in China and thus not let all the shores existing. In my humble view it is necessary to have three main divisions of officials in accordance with the foreign system adopted, namely legislative, executive and judicial, and also it is necessary to have the system of self-administration of each village by selecting village councillors, and all the matters relating to police, health and works for making roads and bridges shall be entrusted to the village council and Government will have no direct interest in these councils without interfering and thus let the local affairs be dealt with by local funds, and then there will be no trouble of having any unnecessary officials nor any complaints from people and no need of funds wanted being raised. Thus the system of self-administration shall be adopted which means a basis for better administration in China. The affairs of the maritime customs and other domestic affairs shall be generally under the control of and tax-collecting and drinking materials may be increased, with which taxes as securities we may raise foreign loans, and with the funds thus raised we may train our army by engaging Japanese military officers to have ten or twenty thousand soldiers as to maintain order in Manchuria territory. The military funds are abundant in Manchuria, in a similar way as at Hongkong, which is free port yet there is plenty of revenues. The proper steps to take to suppress mounted highwaymen, and the prosperity of the natives

shall be taken up and it is also necessary to have mines opened with share capital and to allow the natives to cultivate lands extensively. It is also necessary to have able men without regard to their present positions and to appoint them to the proper posts, etc.

## A MOTOR REVENUE CRUISER.

A novelty in local shipbuilding construction—a motor Chinese revenue cruiser—the completion and success of which has been eagerly awaited by both foreigners and Chinese in this district, is now moored in the Soochow Creek opposite the new Boat House, and is receiving its finishing touches. This is a motor cruiser, which has been constructed by the Chinese General Engineering Company to the order of the Salt Commissioners of this province, for service on the creeks and lakes in the vicinity of Soochow and Wushih, for the purpose of putting a stop to the illicit trade in salt, which seems to increase from year to year.  
The vessel is 55 ft. in length by 12 ft. beam and draws less than 2 feet of water. She was designed by and constructed under the supervision of Mr. Olaf Jensen, C.E., manager of the Chinese General Engineering Company, who is the local agent for the *Tremont Motor Boat Company*, with whose motors the vessel is fitted. She is built throughout of oak wood and is undoubtedly one of the most compact boats on the river. Forward on the main deck is a Skoda-quickfiring gun, easy of manipulation and capable of discharging from 450 to 500 rounds per minute. Immediately aft of this gun steps leading down to a commodious cabin, affording ample and commodious accommodation for thirty native soldiers. Amidships is the galley and pantry, aft of which is the engine room, in which are installed two Truscott motors of 24 horse-power each, fitted with Edison six-cell batteries and dynamo and spark-coils—models of neatness and compactness and though looking complicated, very simply worked. These can be worked together or independently, driving twin screws, and propel the vessel at the rate of about nine knots per hour or can turn her in little more than her own length. Forward in the fore-hold, is a very strong, ribbed tank, with a capacity for 100 gallons of gasoline, and as the consumption of gasoline is less than one pint per horsepower-per-hour it will be seen that the supply of gasoline will last for longer than any ordinary voyage the vessel may have to undertake.  
Aft of the engine-room is a very comfortable cabin for the midship in charge of the vessel, fitted with a berth, washstand, in a roomy, plush, and containing lavatory, and ample locker accommodation. The awning-deck runs almost the whole length of the vessel, affording an excellent promenade for the commander of the vessel, and forward on this deck is a well-fitted little wheel-house with telegraph to the motor-room.  
The new cruiser is a very serviceable boat and has already had a trial trip in the course of which she proved capable of answering all requirements. No doubt her builders will be long to be the recipients of many further orders for boats of a similar class.—N. C. Daily News.

## PAPER MONEY IN RUSSIA.

The *Bourse Gazette* publishes the following statement:—  
The Imperial Russian Bank is making special war issues of paper money. The amount of the notes issued between July 6 and 13 reached 10,000,000 roubles; the amount of the notes issued between July 14 and 20 reached 1,000,000 roubles. On the other hand, the stock of paper money at the Bank shows an increase of about 13,000,000 roubles, so that it is possible that the greater part of the notes issued are being retained at the Bank. As, however, the Government deposit at the Bank has decreased by the same amount, that is, 13,000,000 roubles, it is possible that this increase in the stock of notes represents money sent by the Government. If so, the matter is really worthy of notice.

## THE STRAITS COMMAND.

The *Singapore Free Press* of August 8th says:—We are now in a position to state that henceforth the Straits Settlements Command, instead of being as hitherto, since it was made independent of Hongkong, the command of a Colonel on the Staff, is to be raised to the status of a Major-General's command. The change will bring the Straits Command up to the level of Hongkong which is at present commanded by Major-General Villiers Hatton (by Colonel Darling, at present, Ed. D.P.). Our late G.O.C. Sir Arthur D'Almeida has already left England on his promotion to South Africa. We now hear that the command of the Straits Settlements is to be offered, or has been offered to, Colonel R. C. B. Lawrence, who is now Assistant Adjutant-General at Aldershot. A more definite thing is that in the graded Army List the name of Col. Lawrence stands immediately above that of Col. Sir A. B. F. D'Almeida. He is, however, in point of age a much junior officer to the latter and stood, therefore, in no chance of early retirement on grounds of age, as Sir Arthur D'Almeida did, who was born on July 13, 1848. Col. Lawrence was born on July 23, 1857, and is therefore nine years younger than Sir Arthur. In point of age, Sir Arthur's junior, in point of age, Col. Lawrence has yet been received here notifying Col. Lawrence's acceptance of the appointment. In one or two cases before, the offer of the Singapore command was made to and finally accepted. But what with the quite apparent Admiralty determination to raise Singapore into the central administrative base for India, Australia and China, and the corresponding and no doubt related War Office policy to promote the Straits Command to that of a substantive Major-General, with higher emoluments, the appointment will probably command itself more readily to the officer who happens to be invited to accept the command. As, therefore, it is possible that Col. Lawrence may accept the Straits appointment it might be convenient to give these notes to that officer's service.  
Col. R. C. B. Lawrence, as Sub-Lieut. joined the 1st Dragoon Guards in 1876; promoted Lieutenant same day; Captain 1880; served in Egyptian War of 1882 (mentioned in despatches); Brevet of Major, Medal, 4th Class of the Medal, and Khedive's Star; 1st Dragoon Guards 1888; Major 1888; Lieut. Col. 1st Dragoon Guards 1894; Brevet Colonel 1898; held various staff appointments in India, was Professor Staff College from 7th July, 1898, to 31st December 1899; A. G. Aldershot Army Corps 1893; Colonel, General Staff.

It is a little curious that of the four General Officers Commanding the Straits Command has had since March 14, 1899, two have been Royal Engineers, Sir Charles Warren and Sir Arthur D'Almeida; one an infantryman, Major-General Jones Vaughan, and one a cavalryman, Major-General Dickson. Apparently we may now get another cavalryman in Major-General Lawrence if he does decide to accept the post. Curiously we have had no gaffer General here yet, although the primary defence of Singapore is as entirely artillery defence.

## THE "LONG HING" PHOTO COMPETITION FOR AMATEURS. \$220.00 IN PRIZES.

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## THE BURLINGTON.

Opposite the HONGKONG HOTEL, 2, Pedder Street.

In Order to clear all our SUMMER STOCK to make Room for AUTUMN GOODS, which will be displayed at this beginning of next month.

## OUR GREAT CLEARANCE SALE FOR CASH

WILL BE CONTINUED UNTIL THE END OF THIS MONTH.

A FURTHER REDUCTION OF 10 PER CENT. FROM THE

MARKED PRICES.

TELEPHONE NO. 538.

Hongkong, 15th August, 1905.

[1886]

## ODESSA AND THE BLACK SEA FLEET.

Mr. John Dill Ross, writing specially to the *Singapore Free Press*, has things to say that do not quite fit in with other reports. As from an eye-witness, the following seems entitled to respect:—

Since I last wrote to you the *Kaiser Potemkin* has been abandoned by her rebel crew at Constantza, the *Georgi Pobedonostzev* has surrendered and returned to Sevastopol, where she has been followed by the transport *Veska* and torpedo boat No. 267, so that an account has now been made of the whole of the vessels which mutinied. The crew of the *Georgi Pobedonostzev* had no sooner sent their officers ashore, than they wanted them back again, and delivered up their ring-leaders. The *Veska* and the torpedo boat No. 267 joined the mutineers only under compulsion. The crews of the *Potemkin* and the other vessels maintained a very high state of discipline amongst themselves, and it is entirely owing to their wonderful forbearance and self-restraint that the whole of southern Russia escaped a series of frightful disasters. It is hardly to be regretted that these misguided men have escaped into Roumania. There have been horrors enough enacted for late without having batches of executions added to them. It is ascertained beyond all doubt that the sailor killed by the first lieutenant of the *Potemkin* was shot by that officer with a rifle seized from a sentry, after the mutineers had run to their arms. The trouble arose from a complaint made by one of the men about the bad meat in his soup, in which he was supplied by others among the sailors, but the revolver story proves to be sheer nonsense.

Meanwhile the Odessa authorities do not appear to be animated by any vindictive spirit. It is officially announced that the troops having been fired upon from the house of a Jew merchant of the first guild, the said Jew merchant and his family are required to live outside the district of Odessa while it is under military law. This seems a lenient punishment for such a grave offence as firing on troops while engaged in restoring order. The *Daily Herald* has already reported the discovery of bombs in the offices of Ashkenazi, the well known Jew bankers of Odessa. Some 500 of these infernal machines were discovered in the private residence of a person belonging to this firm. It is said that this man has been shot, and it is only to be hoped that this report is correct, but nothing is known officially as yet. Some of the looters were sentenced yesterday. They were mostly young lads, whose defence was "Everybody took, so I took also." The lot of them got off very lightly, and the most varying from three to six weeks, which do not seem to be much out of the way.

The newspaper reports have been various indeed. There must be plenty of money in Russia if certain newspapers are correct in saying that the *Potemkin* had £75,000 on board when she left Sevastopol for firing practice in a bay a few miles distant. The Admiralty must be rolling in money if they can leave it like that. The *Petit Journal* put up a very pretty naval engagement between the *Potemkin* and a squadron from Sevastopol, which was fought out in front of a flaming Odessa burning in blood. The action ended by the *Potemkin* going to the bottom with all hands. How the editor of the *Petit Journal* is going to explain to its readers the subsequent abandonment of the battleship at Constantza, is a matter which would seem to present certain difficulties. The *Standard* gets in the last story of the looting of Odessa, and says that the whole of the mutiny and the rising at Odessa was got up by the St. Petersburg police for their own private ends. The *Standard* man must either have got into shocking bad company, or have been looking on the whisky when it was wet.

We can ever judge of events with the wisdom which comes after their occurrence, and it is clear that we have narrowly escaped with our lives. Had it not been for the steadiness of the troops and the wonderful self-control of the sailors who mutinied, the consequences would have been terrible. The anarchists will no longer be able to fool the Odessa people into believing that the troops will not fire on them, or that the Jew is their best friend.

It is all over now, thank goodness. Odessa at least will keep quiet for a long time to come, and no doubt with proper measures, which should include the righting of grievances about food and other matters, discipline and good feeling will be restored in the Black Sea Fleet.

This morning it is officially announced that Ashkenazi the Jewish banker, and Rosa Brodski, a wealthy Jewess, have been each fined 3,000 roubles for having bombs on their premises. Landau and Halperin of the Ashkenazi bank have been ordered to leave the Odessa district during such time as it is under military law. The report that Halperin had been shot is therefore without any foundation. The leniency of the authorities is simply amazing. The sum of money on board the *Prince Potemkin* was 23,000 roubles. It is also announced that Count Schouvaloff has been assassinated at Moscow. Schouvaloff formerly the Town Governor of Odessa, was a very amiable man, who was certainly free from anything like arbitrary tendencies.

## DR. GUTHRIE &amp; Co., DENTISTS.

HIGH CLASS WORK. LOW PRICES.

POSITIVELY LATEST AMERICAN METHODS.

Largest and Best-equipped Office in the East.

CROWN AND BRIDGE WORK, FILLINGS, PLATES AND EXTRACTING TEETH.

OUR WORK CANNOT BE EXCELLED, NO matter what you pay.

DR. GUTHRIE &amp; Co., DENTISTS.

Over WATKINS' Pharmacy, Queen's Road.

Hongkong, 15th August, 1905.

[1887]

## THE ROBINSON PIANO CO., LIMITED. PIANOFORTE MANUFACTURERS, TUNERS, POLISHERS AND REPAIRERS.

BEG TO CALL ATTENTION TO THEIR EXTENSIVE STOCK OF

HIGH-CLASS INSTRUMENTS, BOTH OF

THEIR "OWN MAKE"

AND THE

LEADING BRITISH,

CONTINENTAL

AND

AMERICAN HOUSES,

AT

PRICES WHICH DEFY COMPETITION.

MUSIC AND MUSICAL INSTRUMENTS OF EVERY DESCRIPTION.

CASH OR HIRE PURCHASE SYSTEM.

Hongkong, 20th July, 1905.

[1868]

DR. NEWELL WILSON, DENTIST.

Latest American Methods.

Reasonable Fees.

No charge for examinations.

Office hours 9 A.M. to 5 P.M.

No. 2, PEDDER STREET (next to the

General Post Office and opposite to the side

entrance to the Hongkong Hotel)

Hongkong, July 5th, 1905.

[1870]



## NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to the Daily Press only, and special business matters to the Manager.

Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash.

## NEW ADVERTISEMENTS

## WANTED.

SECRETARY for The Bangkok United Club, Siam, Salary Tk. 500 per month. Passage paid. For full particulars apply to—  
A. C. HYNES,  
Hongkong and Shanghai Bank,  
Hongkong, 16th August, 1905. [1900]

SAMARANG SEA & FIRE INSURANCE COMPANY.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept risks against Fire at Current rates.

GROSSMANN & CO.  
Hongkong, 16th August, 1905. [1901]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND KOCHOOW.

THE Company's Steamship

"HATCHING,"

Captain A. E. Hodgins, will be despatched for the above ports on FRIDAY, the 18th inst., at 10 a.m.

For Freight or Passage, apply to

DOUGLAS LAURIE & CO.,  
General Managers,  
Hongkong, 16th August, 1905. [1902]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE H.A.L. Steamship

"SCANDIA"

Captain von Doehren, having arrived from the above ports, Consignees of Cargo are requested to send in their Bills of Lading, for countersignature by the Undersigned, who will take immediate delivery of their Goods from aboard.

Optional Cargo will be forwarded unless notice to the contrary be given before TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 20th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 19th inst. at 3 p.m.

No Fire Insurance has been effected.

HAMBURG-AMERIKA LINE,  
Hongkong Office,  
Hongkong, 15th August, 1905. [1903]

NIIPPON YUSEN KAISHA.

NOTICE TO CONSIGNEES

FROM MIDDLESBOROUGH, ANTWERP, LONDON, COLOMBO AND SINGAPORE.

THE Bucknall Line Steamship

"BAROTSE"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

Optional Goods will be carried on unless instructions are given to the contrary before Noon, TO-DAY.

Goods not cleared before the 23rd inst. will be subject to rent.

All ship damaged packages must be left in the Godowns and notice of same sent to this Office before the 25th inst. or claims in connection therewith will not be recognised.

No Fire Insurance has been effected.

NIIPPON YUSEN KAISHA,  
Agents,  
Hongkong, 15th August, 1905. [1904]

NOTICE TO CONSIGNEES.

I. P. & O. S. N. Co.'s Steamer

"PEKIN"

A BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godown at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

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No Fire Insurance has been effected.

NIIPPON YUSEN KAISHA,  
Agents,  
Hongkong, 15th August, 1905. [1904]

## NEW ADVERTISEMENT

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

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"PERSIA"

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This Vessel brings on Cargo—  
From Venice ex a.s. Esper, transhipped at Trieste.

From Zanzibar ex a.s. Bohemia, transhipped at Aden.

Optional Cargo will be discharged here unless notice to the contrary be given immediately.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Office of the undersigned before Noon, on the 22nd inst., or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 22nd inst. will be subject to rent.

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Hongkong, 15th August, 1905. [5]

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## WANTED.

BOARD and RESIDENCE with a Private Family at Kowloon, for a young gentleman.

Apply stating terms to Box 673.  
Care of Daily Press Office.  
Hongkong, 15th August, 1905. [1888]

## LESSONS IN FRENCH.

NEW and easy method of learning French in a few months, mainly by conversation with a Frenchman. Terms very moderate.

Also Lessons in English by an English Lady.

Care of Office of this Paper.  
Hongkong, 16th August, 1905. [1898]

HONGKONG VOLUNTEER CORPS.

## GRAND PROMENADE

## CONCERT,

on the

VOLUNTEER PARADE GROUND.

(Near Tramway Station).

on

SATURDAY, AUGUST 19th.

at 9.15 P.M.

Tickets \$1. and \$1. can be obtained at the Volunteer Head Quarters, near the Hongkong Club.

Hongkong, 10th August, 1905. [1895]

FITZ-GERALD

BROS.

GREAT CIRCUS

COMBINATION

INSTANTANEOUS SUCCESS

OF THE

MAMMOTH SHOW.

6,000 PEOPLE PRESENT.

A DELIGHTED AUDIENCE.

ALL THE STAR ACTS BRILLIANTLY

SUCCESSFUL.

1.—THE GREAT HERBERT TROUPE

OF AERIAL TRAPEZE GYMNASTS.

2.—THE LION PRINCE RIDING AN ELEPHANT.

3.—THE TIGER KITTY RIDING A PONY.

4.—THE ELEPHANT LIZZIE AND PONY OSCAR.

5.—THE SIX CHARMING YOUNG AUSTRALIAN BALLERINAS in their great success.

The Bismarck Grenadiers. All Hongkongers will shortly be humming this

Distracting Tune.

6.—DOCTOR GORDON, the wonderful diminutive strong man.

7.—MANZONI'S DOGS.

8.—THE SAGACIOUS PONY SILVER KING.

TO-NIGHT (WEDNESDAY) TO-NIGHT

Aug. 16

AND EVERY EVENING, TILL

FURTHER NOTICE.

Doors Open at 8.15 p.m. Performance begins at 9.15 p.m. open air Concert by Orchestra at 8.15 p.m.

LOCATION: CAUSEWAY BAY.

Prices.—Boxes and First Chairs \$5; Second Chairs \$2; Stalls \$1; Gallery (Chinese only) 50 cents. Special rates for men of the Military and Naval Services.

MATINEES, WEDNESDAY and SATURDAY AFTERNOONS at 4.15 p.m., when Children will be admitted to all parts of the Tent for 30 cents. First Matinee TO-DAY (WEDNESDAY).

Box Plan at ROBINSON PIANO

MPANY. Special Trains will leave the Post Office every five minutes direct to the door and await passengers after the performance.

social Tram runs to the Peak after the names.

HAL GEORGE,  
Representative,  
Aug. 16th August, 1905. [1892]

## INTIMATIONS.

## FOR SALE OR CHARTER.

THE Auxiliary Yacht "SNOWFLAKE," 42 tons, 62 knots speed, excellent accommodation for four persons, Electric Fans and all conveniences, recently thoroughly overhauled, terms moderate, owner leaving for Home.

Apply to—

WHYMARK & THOMPSON,  
82, Sakai Mochi, Kobe,  
Japan.

Kobe, 12th July, 1905. [1716]

## NOTICE.

FRIDAY, the 18th August, being the 75th BIRTHDAY of His Majesty the Emperor of Austria and King of Hungary

FRANCIS JOSEPH I. the Acting Consul for Austria-Hungary Mr. N. POST will be pleased to welcome at the I. and R. Consulate, Prince's Building, 100 House Street, between 11 and 12 a.m. the members of the Austro-Hungarian Community and between 12 and 1 p.m. his foreign Colleagues as well as the other officials and personalities who will be kind enough to call on this occasion.

Hongkong, 14th August, 1905. [1884]

## NOTICE.

THE HONGKONG AND CHINA GAS COMPANY, LIMITED, beg to notify the public that in addition to the recent

REDUCTION IN PRICE OF GAS TO \$3.00 PER THOUSAND cubic feet, they now offer the following FAVOURABLE TERMS TO INTERESTED CONSUMERS—

1. SERVICES up to 500 cubic feet in length will be laid FREE.

2. NO CHARGE will be made for FITTERS' FIXING.

THESE CONCESSIONS will only apply to houses in which the work of fitting internal pipes is carried out by the Gas Company.

ESTIMATES for any kind of Gas-fitting will be supplied WITHOUT COST to intending or existing customers.

The Company hire or sell all kinds of Gas Fittings whether for Heating, Cooking or Lighting and INVITE INSPECTION of their stock at their NEW SHOW ROOMS at WEST POINT.

GEORGE CURRY,  
Local Secretary,  
Hongkong, 14th June, 1905. [1441]

## "SEETON."

A FIRST-CLASS FAMILY HEALTH RESORT.

Splendid Bathing Facilities for Adults and Children.

Separate Bathing Accommodation for Ladies and Gentlemen.

Lawns suitable for private parties and picnics let by arrangement.

First-Class Refreshments only supplied.

Special launches will leave Blakes Pier every day throughout the summer months (weather permitting).

Week-days, leave at 5.15 p.m., return at 7 p.m. Saturdays, leave at 3.15 p.m., return at 7 p.m. Sundays, leave at 3.15 p.m., return at 7 p.m. Launches will call at Police Pier, Kowloon, on Saturdays and Sundays.

Return tickets (including refreshments) \$1.00. Monthly excursion tickets \$10.00. For further particulars please apply to the undersigned.

SAMUEL SEE, Manager,  
Care of 15, Connaught Road Central,  
Hongkong, 1st August, 1905. [1896]

## AUCTION

## PUBLIC AUCTION.

THE Undersigned have received instructions from LIEUT. COLONEL J. W. BUNNY, to Sell by Public Auction,

TO-DAY (WEDNESDAY),

the 16th AUGUST, 1905, at 11 a.m. at the ARMY SERVICE CORPS PIER, ARSENAL.

The Steam Launch "ALEXANDRA"

Build of ... .. Teak.

Length ... .. 65 feet.

Breadth ... .. 11 feet.

Engine ... Compound, Non-Condensing.

Cylinders ... H. P. 7 1/2, L. P. 12 1/2.

Boiler ... .. 9 inches.

Special ... .. 6 Knots.

Coal Consumption per hour, 200 lbs. under steam.

Engine and Boiler Built by Hongkong and Whampoa Dock Company.

Inspection can be made any week-day between 9 a.m. to 4 p.m., and 9 a.m. to 1 p.m. on Saturday.

Inspecting Order can be had on application to the undersigned.

Terms.—As per Government Auctioneers.

HUGHES & HOUGH,  
Government Auctioneers,  
Hongkong, 11th August, 1905. [1871]

## BOARD AND RESIDENCE

FIRST-CLASS BOARD & RESIDENCE

AT

"BRAESIDE."

A LARGE AND COMMODIOUS

RESIDENCE standing in its own grounds, with Tennis Courts, Good Dining and Reception Rooms, Large Airy and Well Furnished Bedrooms, every home comfort. Fine View of the Harbour. Terms moderate.

Apply to—Mrs. F. W. WATTS,  
"Braeside," 20, Macdonnell Road,  
(late of "Tang Yuen").

Hongkong, 27th June, 1905. [1535]

## BOARD AND RESIDENCE.

MES. GILLANDERS

"GLENWOOD,"

27, CAINE ROAD.

Hongkong, 19th March, 1904. [761]

FIRST-CLASS BOARD & RESIDENCE.

"ST. GEORGE'S HOUSE,"

2 & 4, KENNEDY ROAD,

and

"TOWER HOUSE," Kennedy Road.

EXCELLENT Table. Every home comfort. Well furnished rooms facing the harbour.

For terms, apply to—

Mrs. G. SACHSE,  
"St. George's House,"  
Hongkong, 17th March, 1903. [70]

## PUBLIC COMPANIES

TEBRAU PLANTING COMPANY, LD.

NOTICE IS HEREBY GIVEN that an

EXTRAORDINARY GENERAL MEETING of the Shareholders of the above Company will be held in the Registered Office of the Company, Alexandra Buildings, on

FRIDAY, 18th August, 1905, at Noon, for the purpose of considering and, if thought fit, passing the following resolution, that is to say—

"That the Company be wound up voluntarily and that the General Managers be and they are hereby appointed Liquidators for the purpose of such winding up."

In the event of the above resolution being passed by the requisite majority it will be submitted for consideration to a Second Extraordinary General Meeting to be subsequently convened.

JOHN D. HUMPHREYS & SON,  
General Managers,  
Hongkong, 9th August, 1905. [1863]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 19th day of AUGUST, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts to 30th June, 1905.

By Order of the Court of Directors.

J. R. M. SMITH,  
Chief Manager,  
Hongkong, 1st August, 1905. [1892]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the

Registers of Shares of the Corporation will be CLOSED from SATURDAY the 5th day of AUGUST, to SATURDAY the 19th day of AUGUST, at Noon, for the purpose of receiving the Report of the Court of Directors together with a statement of accounts to 30th June, 1905.

By Order of the Court of Directors.

J. R. M. SMITH,  
Chief Manager,  
Hongkong, 1st August, 1905. [1893]

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS

THE ORDINARY HALF-YEARLY

MEETING of the SHAREHOLDERS will be held in the OFFICES of the COMPANY, Queen's Buildings, Connaught Road, on MONDAY, 21st AUGUST, at 12 o'clock, Noon, for the purpose of receiving the report of the Directors and the Statement of Accounts to the 30th June, 1905.



## NAVY CONTRACT.

**TENDERS** are invited for performing Upholstery Work for H. M. Dockyard, Hongkong, for a period of twelve months from 1st September, 1905.

Forms of tender can be obtained on application to the NAVAL STORE OFFICER, H. M. Dockyard, Hongkong, and should be returned not later than Noon, on FRIDAY, 18th August, 1905.

A deposit of \$100 (One Hundred Dollars) will be required when applying for tender forms, to be returned if the tender is declined.

Hongkong, 15th August, 1905. [1891]

## SANITARY BOARD OFFICE, Hongkong.

To the OWNERS OF DOMESTIC BUILDINGS.

**TAKE NOTICE** that under No. 5 of the DOMESTIC CLEANLINESS and VENTILATION BYE-LAWS (as amended), every domestic building or part of such building within the Eastern Division of the City of Victoria and the Eastern Division of Kowloon occupied by members of more than one family must be **CLEANED and LIMEWASHED THROUGHOUT** by the owner during the months of July and August.

N.B.—The word "throughout" used in this notice means that the houses should be lime-washed in respect of all the walls of each room and staircase—all cubicle partitions—stair casings and stair-linings, all ceilings and the undersides of roofs both in main buildings, offices and servants' quarters and inclusive of verandahs.

The back yard should have its containing walls lime-washed up to the level of the first floor.

Curved, painted or polished woodwork in good condition, however, need not be lime-washed but must be cleaned.

The Eastern Division of the City is bounded on the West by Gilman Street and Peel Street. Kowloon is divided into the Eastern and Western Divisions by Robinson Road and a straight line drawn from the north and thereof through the Yauwai service reservoir to the northern boundary of Kowloon.

W. BOWEN ROWLANDS, Assistant Secretary.

Dated this 15th day of July, 1905. [1857]

## WEBLEY &amp; SCOTT

REVOLVER & ARMS CO., LD.

AUTOMATIC REVOLVERS,

SPORTING GUNS, &c.

G. REISS & CO., LD.

SOLE AGENTS FOR CHINA & JAPAN

12, SZECHUEN ROAD, SHANGHAI.

1571.

## AUTOMATIC MAUSER

PISTOLS.

CALIBRE 7.63 mm.

With CHAMBER for 10 CARTRIDGES

FIRING 10 SHOTS in 2 SECONDS.

SIEMSEN & CO.

Hongkong, 3rd October, 1900.

DAVID CORSAH & SON'S

MERCHANT NAVY

NAVY BOILED

ONION FLAVOUR

RELIANCE BROWN

TABLING

ARNOLD, KARBURG & CO.

Sole Agents.

NOW READY.

A TABLE OF THE

RATES OF EXCHANGE AT

HONGKONG

for Demand Drafts on London on the day of or preceding the Departure of the English Mail; also Table of Yearly Approximate Averages.

FOR 31 YEARS.

FROM

1874 to 1904.

Price 2/6 Cash. On Sale at the "DAILY PRESS" Office, or Local Booksellers.

Hongkong, 11th May, 1905.

## MITSU BISHI DOCKYARD

AND ENGINE WORKS,

NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.O., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK No. 3.

Extreme Length... 722 feet.

Length on Blocks... 714 "

Width of Entrance on Top... 80 1/2 "

Width of Entrance on Bottom... 80 1/2 "

Water on Blocks at Spring Tide... 84 1/2 "

DOCK No. 1.

Extreme Length... 523 feet.

Length on Blocks... 518 "

Width of Entrance on Top... 83 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 254 "

DOCK No. 2.

Extreme Length... 371 feet.

Length on Blocks... 350 "

Width of Entrance on Top... 66 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000 tons gross.

THE WORKS are well equipped with the LATEST PLANTS and APPLIANCES to undertake BUILDING or REPAIRING SHIPS, ENGINES, and BOILERS; and also ELECTRICAL WORK.

A LARGE STOCK of MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" 1,112 tons, 700 H.P., specially built for SAVAGE PURPOSES equipped with necessary gear, always ready for service.

1853

## THOSE LOST MILLIONS.

FROM THE "INVESTORS' REVIEW."

Everything that passes in relation to the South African scandal confirms us in the opinion that there will be no rest and branch investigation, no thorough clearing up, nor any genuine effort made to punish the guilty. Under pressure the Government has appointed a quite respectable Royal Commission which, provided the Opposition believes itself, is to be endowed with wide powers. Mr. Balfour says, but none of the individual members of this Commission are specially eminent either as men of business, of practical experience in affairs, or as expert analysts of evidence. Mr. Justice Farwell is thoroughly trustworthy and competent as a Chancery judge, but has had no experience in the cross-examination of witnesses. Sir George Taubman-Goldie has had a distinguished career as governor of the old Royal Niger Company, and one of the negotiators for the sale of the company's political rights to the British Government at a very first-class price. He is also familiar to us as the gentleman who, after a visit to South Africa, proposed that the Government should buy up the "rights" of the Chartered Company, and provide it with a few millions of working capital, all by an emission of Consols. Sir George White is a most respectable soldier, honest as the day, simple-minded also, and unsuspected of any business capacity whatsoever. Sir Francis Morritt is an able and experienced official, and probably with but a limited knowledge of the intricacies of bookkeeping, and Mr. Samuel Hoare Morley is a man of large experience as merchant and banker, who perhaps knows more of the cuts and ins of account-keeping than any of his colleagues. Together these estimable men may find out a few things, and it is possible that they shall have some clear exposition of the general conduct of the transfer of untold millions from the pockets of the British public to those of the gentleman behind the nominal contractors and executive officials implicated. Anything, however, like a thorough exposure of the malfeasance is not to be looked for from these amateur and official gentlemen—amateur in the business sense we mean—still less any tracing down of the most culpable. But probably the Government in this respect cannot help itself. To be a Royal Commissioner is an honorary affair, productive of titles often, but not of cash, and no first class accountant or merchant in the City could afford to give up his time to an investigation of this kind, to any Royal Commission business whatsoever. Therefore, it is necessary to fall back upon gentlemen of leisure, eminent lawyers, retired Treasury officials, and people of that sort, when work of this honorary and "honourous" hatching description has to be taken in hand.

But if the Commission is not a particularly strong one, what are we to say about the Government and its attitude towards these revelations? At first it was startled almost out of its slender senses by the uncompromising language of the Butler Committee's report, but day by day since, it has been getting back its courage, or its insolent assurance, its contempt for the taxpayers and the public, when work of this honorary and "honourous" hatching description has to be taken in hand.

On Monday evening, when the vote of censure was taken, there were signs that a bold front was to be presented to the accusers, that instead of penitence we should have mud-throwing in the style of the guinea-pig director caught in a swindle, and Mr. Brodrick should long live in political memory as the desperately pathetic figure he depicted himself to be—a man trilling from morn till night, working at times even beyond the midnight hours, and never once, as an adoringly alleged, basking himself disgraced as a volunteer to Germany to buy guns for our distressed army, with the help of a German journalist as interpreter, emitting orders with a feverish rapidity that left him no time to see whether said orders were attended to or not; a man kept ignorant likewise, hauled by his subordinates, denied information, sent contemptuously at defiance, a very Sardanapalus in the hands of a corrupt War Office, caught in the coils of a corrupt War Office. Oh! it was just sweet! And he knows the names of those who are guilty, the dear man, but dare not tell them except to the Commission, which was also great. Much more of the same kind there was, all calculated to make plain what an energetic, small mind may, by its zealousness, cost a nation when put in a position of responsibility. For the rest is not Butler's "dreadful" to the Government, nor is it the bold still did the Government grow by the end of the week when it was able to put up an undecaying to declare that there had been no losses on supplies, but really a profit. To prove this statement, figures for a different period from that of the scandalous deal with the Butler Committee were insolently spread before the astonished eyes of the electorate in all the newspapers. And at this rate by another week or two we shall be finding out that, whenever bid away, there may be £5,000,000 or £10,000,000 to come into the Treasury after all, money promised to Mr. Ritchie, but not yet forthcoming, just on the way from Park Lane, Baden-Baden, Homburg, or the grouse moors. There, however, is the damaging fact as things are. We have not yet got a penny back. Probably we never shall. Whatever the full history may be of the transactions advertised upon by the Butler Committee, the money is lost. There is nothing to show anything but the way of profit, but as Mr. Gibson Bowles pretty well demonstrates in the letter we quote elsewhere, £6,000,000 at least has disappeared through one group of organised "deals." In our view, as we said last week, the total stealing probably amounts to at least ten times as much, and the nation will never know except by after-dinner gossip and the chatter of the men who meet in society who the criminals are, still less being them to disgorge through the zeal of its most patriotic Government. Mr. Massingham points in the *Daily News* to Lord Milner as a supreme aid to criminals, and, of course, his name has been in everyone's mouth throughout as the arch tool on the spot of the South African gang, but there are other criminals besides Lord Milner, if criminal he be, other tools even more high-placed. We could pretty well indicate who some of the most prominent of them are and yet the country will never know, nor will any of the tens of millions lost and stolen be ever recovered. At no time in our history have we stealings been refunded, and such an event is less likely to happen now than ever. Did not the Prime Minister's grandfather make high half-a-million in six months in India two generations ago, by Army contracts, founding a "great family" therewith?

It is not obvious that society must have money from somewhere to go the pace, to live the life it now follows? How are losses on the turf, at bridge, in all forms of gambling, to be met unless by stealing? Where are the thousands a year to come from which officials enjoy salaries running but to hundreds continue somehow to spend? Horses and carriages, boxes at the opera, dinners, receptions, dances, gambling losses, Stock Exchange differences, club subscriptions, motor-cars, extravagant habits of all the sorts now familiar to society mean money to spend, and if money is spent it must come from somewhere. What better source can there be than the pockets of the

stupid, helpless multitude who pay and grumble and blindly worship those by whom they may be defrauded. Here we have cause and effect exhibited in a manner which should be an object lesson to the British voter, but he, after passing fits of rage and strong language, falls back into the old rut, and as long as he has bread to eat, and some kind of clothing to put on, lets the thieves alone, honours them perhaps, and bows before them always with meekness should they be titled or titled rich. "Restitution," "Exposure," "Full disclosure of the dealings!" My dear sir, what are you talking about? Is not the whole art of "getting on" in these days successful theft? Ask any African boss or boss's hanger-on, any peer or peeress or your acquaintance—the man in the street, others failing; and over and over again you had no opportunity to share in the spoils.

MR. GIBSON BOWLES'S ESTIMATE OF STOLEN LOSSES.

The subjoined letter if of such significance that we reprint it below. Mr. Balfour, Mr. Arnold-Forster, and Mr. Pretyman have all assisted doubtless by the incriminated War Office, put forward other estimates tending to minimise the losses. As, however, they refer to a different period of time and to other facts than those embraced in the Butler report, their only effect is to strengthen the impression that the losses from first to last indicated upon the unhappy taxpayers of this country by the camp followers and other harpies that supplied our army in South Africa are uncounted millions beyond anything known or admitted. So far as the Ministers are concerned, the fact that they one and all defend the thieves and resort to dishonest subterfuge in order to try to conceal the truth may enable us to grasp the value of their professions of Imperial patriotism.

An Imperial patriot is evidently an understood as a man who sympathises with those who rob the nation, and it is not too much to declare that probably one of the strongest motives actuating the present Ministry in clinging to office is to be found in its desire to prevent the truth about the swindling in Africa and have from leaking out. No member of the Government has expressed regret for or contrition over these appalling robberies. On the contrary, their wrath and abuse have been poured out exclusively upon those who have had the courage and honesty to tell us as much of the truth as they could reach. We trust the electorate will ponder over exhibitions of zeal for the public welfare such as we have been day by day treated to this week, and some of its leaders might try to bring home to simple minds what a loss of even such a paltry sum as £6,000,000 implies. How many beneficial public works might have been executed if home had that money been saved to the nation? How much less interest would the floating debt have drawn from the pockets of the taxpayer? There are a hundred ways by which the cruelty of these robberies might be brought home to the common understanding, at the same time that the heartless indifference of the party in power to the sufferings of the nation is set in relief.

Of the total amount of loss to the public through the transactions with regard to the surplus stores in hand in June, 1902, I myself made an estimate whatever the inference from fact in evidence. These facts summarised are as follows:—

Colonel Morgan estimated that surplus stores at about £8,000,000. He further stated that Lord Kitchener sold of these to Lord Milner stores whereof the agreed price (as stated at p. 233 of the Army Appropriation Accounts dated January, 1904) was £1,381,000.

Leaving surplus stores in hand at end of June, 1902, value £6,619,000. Deduct now sales between October, 1902, and December, 1903, as stated by Sir Neville Lyttelton 560,898

And this leaves £6,058,102.

From the evidence of these figures I inferred that the loss to the public was something like six millions.

My inference, as I said, seemed supported by an impression left upon the House that Mr. Ritchie, who was Chancellor of the Exchequer at the time, had based by the War Office to believe that he might expect six millions from these sales in support of his Budget; whereas, in fact, he received nothing.

This impression was subsequently to my speech strikingly confirmed by Mr. Ritchie's own avowal that he had, in fact, been led to expect this by the War Office, and I submit, therefore, that there neither was nor is anything either rash or extravagant in the inference I draw.

Mr. Arnold-Forster's statement that not £360,893, but £8,000,000 was realised by the sale of surplus stores is not inconsistent with any such inference, because it refers to something quite different from, and to things additional to, the surplus stores in hand in June, 1902, which included sales in April and May, 1902, and sold in those months. It includes ordinary supplies issued to the soldiers. It includes captured stock. In short, it has nothing whatever to do with the only stores in question, namely, the supply stores at the end of June, 1902.

Mr. Balfour gives figures by which he arrives, not at Mr. Arnold-Forster's total of £8,000,000, but at a total of his own £6,400,000. This total I repeat respectfully repeat in its fallaciousness. Mr. Arnold-Forster's larger total. Whether this be so or not can easily be settled by the War Office laying on the table of the House or furnishing to the Comptroller and Auditor-General the calculations and items by which it has been arrived at.

Meanwhile, the fact remains that the War Office itself expected to return about six millions to Mr. Ritchie, and that, in fact, they returned him nothing.

## AN INCIDENT OF THE WAR.

BY "AMICUS JAPONICUS" IN "JAPAN CHRONICLE."

I too, have some war-news to give. Not about the manoeuvres of armies and fleets. Of those I know absolutely nothing. The war-news that I can give is not about killing and butchering. I am too timid even to touch a subject like that. War is both external and internal; and it is in the external part of this horrid affair that the so-called civilised world is most interested. But we peace-loving people like to hear more about the internal part of war. What havoc is war making in homes and human hearts—this is the subject which interests me most. I give here below one such piece of news.

An intimate friend of mine was travelling on the Tokaido railroad. In front of him sat a woman about middle age, dressed in a pilgrim's garb. My friend addressed her, and said: "What shrine are you bound? You must have a pleasant time in going through the land on your pious errand."

"Not so, sir," the woman replied. "No desire for my own future welfare prompts me to undertake this pilgrimage at this busy time of year. Sir, my only son was called to service last year; he went to Manchuria, fought gallantly there, and, alas!—he died there. He died for the country, and I have nothing to lament for him on that account. But death

is death, and death, you know, is punishment. He could not have died for his own sin, for I tell you, he was such a good boy, or for his country's sin, because I know its cause is just. And failing to find out the cause of his death, I came to the conclusion that his death must be due to his mother's sin; and that I may propitiate my sin that must have caused my dear boy's death, I thus go on my pilgrimage throughout the land, that his soul may be in peace."

As she finished her story, big drops of tears rolled down her sunken cheeks.

My friend repeated the story to me in tears, and I heard it in tears, too. This is typical war-news, more interesting to me than the capture of Port Arthur or the annihilation of Rozhdestvensky's fleet.

"A poor, superstitious, heartless woman," do you call her? Her theology may be mistaken, and whose theology is wholly unimpaired?—but her heart, how genuinely human and Japanese! O politicians! O journalists! O missionaries, when you praise war next time, think of women such as her. She, unlike you, has none other to blame for her greatest misfortune but herself. She does not blame you, either, loud worshippers of the War-god though you be. She is a "heaven woman," I know; but in the Great Future I would rather dwell with her than with all the Bishops and Archbishops whom the world has produced.

Tokyo, August 1st, 1905.

## THE DANGERS OF OVERHEAD TRAM WIRES.

The *Singapore Free Press* on the 8th inst. says:—It is with no desire to cause any public alarm that we return to the subject of the accidents on the electric tramways. Singapore can in fact claim no monopoly of these, since they occur at rare intervals on other systems. At the same time we feel that the insulation of the local installation calls for comment. As recorded on Saturday, the case of a serious accident—we say serious, admittedly—a young lady living here. Fortunately no fatality occurred, but the danger of bad wiring was further exemplified on Sunday when a guard wire broke, fell across the live wires near Payah Lebar police station and from the live wires to the ground, where it fell across a bullock and killed it. It is impossible for us to say what the respective effects of electricity upon animals and human beings, but it is reasonable to suppose that had the wire fallen on the driver he would have been seriously shocked; he was in fact somewhat shocked through trying to remove the wire. It is perhaps unavoidable that live wires may, with careless driving, be broken, but that a guard wire should, for an at present unexplained reason, break and become a conductor to the earth, is an indication which seems to show particularly bad wiring. Doubtless the authorities can explain the circumstances; were entirely exceptional, but the fact remains that the wire which was meant as a protection broke down without any of the stress it is supposed to provide against, having been imposed. It has been said that the voltage employed is within the safety limit of the Board of Trade, but this obviously either an error, since a lady was rendered unconscious for some time and a bullock has been killed, or such accidents are not considered "officially" serious. It is, we repeat, impossible to get over the fact that two serious accidents have occurred, and absolutely no steps have been taken to reassess the public.

77-1

## PERSPIRATION AND DUST.

so disagreeable, yet so common in hot weather, can easily be removed by using

**CALVERT'S**

**CARBOLIC**

**Toilet Soap.**

A pleasantly perfumed pure antiseptic soap which can be used for all toilet purposes, and as a preservative of complexion. It contains 10% Crystal Carbolic, and so has a healthy action on the skin, and assists to improve the complexion.

**Calvert's Carbolic Ointment**

contains pure Carbolic Acid (healing and antiseptic) and several ingredients to cause or alleviate sunburn, chafed skin, piles, cuts, burns, insect-bites, &c.

F. C. Calvert & Co., Manchester, England.

77-1

## INSURANCES.

AACHEN AND MUNICH FIRE INSURANCE CO. OF AIX-LE-CHAPPELLE.

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

REUTEL, BROCKELMANN & CO. Agents.

Hongkong, 21st April, 1897. 181

**NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.**

TOTAL FUNDS at 31st DECEMBER, 1904, £17,161,299.

I. AUTHORIZED CAPITAL... £3,000,000

SUBSCRIBED CAPITAL... 2,750,000.

PAID-UP CAPITAL... 887,500 0 0

II. FIRE FUNDS... 3,001,288 12 9

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

SHEWAN, TOMES & CO., Agents.

Hongkong, 30th June, 1905. [1567]

**L'UNION OF PARIS FIRE INSURANCE COMPANY, LIMITED.**

THE Undersigned, having been appointed AGENTS for the above Company, are prepared to accept Risks against Fire at current rates.

SIEMSEN & CO. Agents.

Hongkong, 1st January, 1904. 13

**A. LING & CO.,**

**FURNITURE STORE.**

PLATED GLASS AND CROCKERY

WARE, &c., &c.; and POOCHOW

LACQUERED WARE.

63, QUEEN'S ROAD CENTRAL.

Hongkong, 21st September, 1903. [232]

**Peerless Complexions**  
follow the use of  
**'DARTRING'**  
TOILET 'LANOLINE'  
It keeps the skin in the pink of condition by nature's methods  
Demand the 'DARTRING' Brand  
H.K. Sole: 67, Hutton Viaduct, London, Eng.

72-1

**\$16.00**

WILL BUY A CASE OF

**GREGOR & CO'S**

**IMPERIAL HIGHLAND**

**WHISKY**

(RED TRIANGLE).

**GREGOR & CO.,**

34, QUEEN'S ROAD CENTRAL.

(45-1)

## BOVRIL

Is the Cook's best friend.

No Cook can afford to be without Bovril. An appetising and nutritious soup is quickly made by the use of Bovril and it renders Curries and all made dishes palatable and strengthening.

1570-3

## JAPAN COALS.

**MITSUMI BUSSAN KAISHA**

(MITSUMI & CO.)

HEAD OFFICE:—1, SUBURGA-CHO, TOKYO.

LONDON BRANCH:—34, LIME STREET, E.C.

HONGKONG BRANCH:—PRINCE'S BUILDINGS, 108, HOUSE STREET.

OTHER BRANCHES:—

New York, San Francisco, Hamburg, Bombay, Singapore, Sourabaya, Manila, Amoy, Shanghai, Chefoo, Tientsin, Newchwang, Port Arthur, Seoul, Chomulpo, Yokohama, Yokosuka, Nagoya, Osaka, Kobe, Kure, Shimonsaki, Moji, Wakamatsu, Karatsu, Nagasaki, Kuchinotsu, Sasabe, Malabar, Milke, Hakodadi, Taipei, &c.

Telegraphic Address "MITSUMI" (A.B.C. and A 1 Codes)

CONTRACTORS OF COAL to the Imperial Japanese Navy and Armaments and the State Railways; Principal Railway Companies and Industrial Works; Home and Foreign Mail and Freight Steamers.

SOLE PROPRIETORS of the Famous Milke, Tagawa, Yamano and Ida Coal Mines; and SOLE AGENTS for Hokoku, Hondo, Kanada, Fujinotsu, Mamada, Mannoura, Onoura Otsuji, Sasabara Tsubakura, Yoshinotsu, Yoshio, Yunkobara, and other Coals.

S. MINAMI, Manager, Hongkong.

1

## HIRANO.

THE LEADING MINERAL WATER OF THE EAST.



## SHIPPING.

## ARRIVALS.

BAROTSE, British str., 2,019, A. Lee, 15th Aug., Singapore 10th Aug., General—Nippon Yusen Kaisha.

BENGOLO, British str., 1,993, H. W. Hon, 15th Aug., London 10th June and Singapore 9th Aug., General—Gibb, Livingston & Co.

CHUYEN, Chinese str., 1,000, C. Stewart, 15th Aug., Shanghai 11th August, General.

DAGMAR, German str., 963, C. Wolf, 14th Aug., Bangkok 12th August, General—Butterfield & Swire.

EMPEROR OF INDIA, British str., 3,032, E. Beetham, 15th Aug., Vancouver 24th July and Shanghai 13th August, Mails and General—C. P. R. Co.

GERMANIA, German str., 1,714, J. Petersen, 14th Aug., Bangkok 8th Aug., Rice, Java & Co.

PERISA, Austrian str., 3,779, P. Craiglito, 15th Aug., Trieste 20th June, General—Sander, Wierler & Co.

STENTON, British str., 4,308, B. C. Lewis, 15th Aug., Shanghai 12th Aug., General—Butterfield & Swire.

WATSHING, British str., 15th August, from Canton.

## CLEARANCES.

At the Harbour Master's Office 14th August.

Barotse, British str., for Nagasaki, Chiyen, Chinese str., for Samarang, Emma, Norwegian str., for Kuching, Hongkong, British str., for Kuching, Palencia, British str., for Yokohama, Scandia, German str., for Surabaya, Silda, Norwegian str., for Surabaya, Zecene, British str., for Singapore.

## DEPARTURES.

ARRATON APCAR, British str., for Calcutta, Eastern, British str., for Yokohama, HATTON, British str., for Coast Ports, KAMOT, French str., for Macao, KUMANG, British str., for Canton, KWANGLO, Chinese str., for Shanghai, LINA, Swedish str., for Surabaya, PERIN, British str., for Moji, SHANTUNG, British str., for Surabaya, ST. HUGO, British str., for Calcutta, TAMING, British str., for Manila, TUNAN, British str., for Australia, WOSAR, British str., for Tientsin, WASHING, British str., for Shanghai.

## SHIPPING REPORTS.

The British str. Stenton reports: Light S.W. winds and smooth sea throughout.

The Chinese str. Chiyen reports: Strong S.W. monsoon to Tientsin; these light variable winds.

## VESSELS IN DOCK.

15th August.

ABERDEEN DOCK.—Silda, Chinese str., for Samarang, Chiyen, Chinese str., for Samarang, Emma, Norwegian str., for Kuching, Hongkong, British str., for Kuching, Palencia, British str., for Yokohama, Scandia, German str., for Surabaya, Silda, Norwegian str., for Surabaya, Zecene, British str., for Singapore.

## VESSELS ON THE BEAT.

NIPPON YUSEN KAISHA.

FOR NAGASAKI, KOBE AND YOKOHAMA.

THE Buckland Line Steamship.

"BAROTSE," Captain A. Lee, will be despatched for the above ports TO-DAY, 16th inst., at Noon.

For Freight apply to NIPPON YUSEN KAISHA, Agents, Hongkong, 10th August, 1905. [1896]

## VESSELS ON THE BEAT.

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## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked K, nearest Hongkong, H, midway between Hongkong and Kowloon, and those vessels berthed at the Kowloon Wharf K.W., together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c. VIA PORTS OF CALL	MALTA	Brit. str.	—	R. A. Peters	P. & O. S. N. Co.	On 20th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	TOBIAS	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	ACHILLES	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
LONDON, AMSTERDAM & ANTWERP	ANTENOR	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 20th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	JAPAN	Brit. str.	—	E. P. Martin, R.N.	P. & O. S. N. Co.	On 20th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, &c.	SYDNEY	Brit. str.	—	—	—	—
MARSEILLES, LONDON & ANTWERP, &c.	BENLARI	Brit. str.	—	—	—	—
BREMEN, VIA PORTS OF CALL	PRINZ HEINRICH	Ger. str.	—	—	—	—
HAVRE & HAMBURG VIA STRAITS, &c.	SPESIA	Ger. str.	—	—	—	—
HAVRE & HAMBURG VIA STRAITS, &c.	LIBERIA	Ger. str.	—	—	—	—
HAVRE & HAMBURG VIA STRAITS, &c.	EUROPA	Ger. str.	—	—	—	—
HAVRE & HAMBURG VIA STRAITS, &c.	SCANDIA	Ger. str.	—	—	—	—
HAVRE & HAMBURG VIA STRAITS, &c.	SILEZIA	Ger. str.	—	—	—	—
HAVRE & HAMBURG VIA STRAITS, &c.	SLAVONIA	Ger. str.	—	—	—	—
TRIESTE, &c. VIA SINGAPORE, &c.	AUSTRIA	Ger. str.	—	—	—	—
GENOA, MARSEILLES & LIVERPOOL	SENBOR	Brit. str.	1 m.	—	—	—
GENOA, MARSEILLES & LIVERPOOL	YANGTZE	Brit. str.	1 m.	—	—	—
NEW YORK, VIA PORTS & SUEZ CANAL	ST. HUGO	Brit. str.	—	—	—	—
NEW YORK, VIA PORTS & SUEZ CANAL	ALBENGA	Brit. str.	—	—	—	—
NEW YORK, VIA PORTS & SUEZ CANAL	SILVERA	Brit. str.	—	—	—	—
VANCOUVER, VIA SHANGHAI, PENANG, &c.	EMPEROR OF INDIA	Brit. str.	3 m.	—	—	—
VANCOUVER, VIA SHANGHAI, PENANG, &c.	TARTAR	Brit. str.	1 m.	—	—	—
VICTORIA (B.C.) & TACOMA VIA JAPAN	HYADES	Am. str.	—	—	—	—
VICTORIA (B.C.) & TACOMA VIA JAPAN	JASON	Brit. str.	1 m.	—	—	—
PORTLAND, OREGON VIA SHANGHAI, &c.	ARAGONIA	Ger. str.	—	—	—	—
AUSTRALIAN PORTS VIA NEW GUINEA	PRINZ SIGISMUND	Ger. str.	—	—	—	—
AUSTRALIAN PORTS VIA NEW GUINEA	EASTERN	Brit. str.	—	—	—	—
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	CEYLON	Brit. str.	—	—	—	—
YOKOHAMA, VIA SHANGHAI, MOJI & KOBE	BAROTSE	Brit. str.	—	—	—	—
MOJI & KOBE DIRECT	PERIN	Brit. str.	—	—	—	—
JAPAN VIA SHANGHAI	TIJMAN	Dut. str.	—	—	—	—
SINGAPORE, CHEFOO & NEW GUANG	ICHANG	Brit. str.	1 m.	—	—	—
TIENTSIN	ESANG	Brit. str.	—	—	—	—
SHANGHAI, NAGASAKI, HIOGO & YOKOHAMA	PREUSSEN	Ger. str.	—	—	—	—
SHANGHAI & CHINKIANG	CHINKIANG	Brit. str.	1 m.	—	—	—
SHANGHAI, YOKOHAMA & KOBE	PERISA	Brit. str.	—	—	—	—
SHANGHAI	KUANGSANG	Brit. str.	1 m.	—	—	—
SHANGHAI	KUANGSANG	Brit. str.	1 m.	—	—	—
SHANGHAI VIA SWATOW, AMOY & FOCHOW	CLARA JENSEN	Brit. str.	—	—	—	—
SHANGHAI	TRIUMPH	Ger. str.	—	—	—	—
FOCHOW, VIA SWATOW & AMOY	PROTEUS	Ger. str.	—	—	—	—
TAMU, VIA SWATOW & AMOY	PROTEUS	Ger. str.	—	—	—	—
ANPING, VIA SWATOW & AMOY	HAICHING	Brit. str.	2 h.	—	—	—
SWATOW, AMOY & FOCHOW	CHILU	Brit. str.	1 m.	—	—	—
SWATOW, WEIHAIWEI, CHEFOO & TIENTSIN	YUKENANG	Brit. str.	—	—	—	—
MANILA	TEAN	Brit. str.	1 m.	—	—	—
MANILA	ZAFIRO	Brit. str.	—	—	—	—
MANILA	RUH	Brit. str.	—	—	—	—
CEBU & ILOILO	CEYLON	Brit. str.	—	—	—	—
CALCUTTA VIA SINGAPORE	PEHAWUR	Brit. str.	—	—	—	—
SINGAPORE, SOERABAYA & SAMARANG	FOOSHING	Brit. str.	—	—	—	—
SINGAPORE, PENANG & CALCUTTA	KUANGSANG	Brit. str.	—	—	—	—

## NORTHERN PACIFIC LINE.

BOSTON S. S. CO. BOSTON TOWNEAT CO. CONNECTING AT TACOMA WITH NORTHERN PACIFIC RAILWAY COMPANY.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA B.C. AND TACOMA VIA MOJI, KOBE AND YOKOHAMA.

Steamer.	Tons.	Captain.	Sailing Date.
HYADES	3,753	Wright	about August 22nd
LYRA	4,417	G. V. Williams	Friday, September 15th

1 Cargo only.

CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESSES.

The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric fan in each room. Barber's shop and steam laundry. Cargo carried in cold storage.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information apply to—DODWELL & CO., LIMITED, GENERAL AGENTS.

QUEEN'S BUILDINGS, Hongkong, 22nd July, 1905. [17]

## OSAKA SHOSEN KAISHA.

REGULAR STEAMSHIP SERVICES BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	THE CHARTERED S.S.	LEAVING
FOOCHOW VIA SWATOW AND AMOY	"TRIUMPH"	THURSDAY, 17th Aug., at 10 A.M.
TAMU VIA SWATOW AND AMOY	"PROTEUS"	SUNDAY, 20th Aug., at 8 A.M.
SHANGHAI VIA SWATOW, AMOY AND FOCHOW	"CLARA JENSEN"	MONDAY, 21st Aug., at 10 A.M.
ANPING VIA SWATOW AND AMOY	"FRODISE"	WEDNESDAY, 23rd Aug., at 10 A.M.

\* This Steamer has superior accommodation for First-class Passengers, and is fitted throughout with electric light.

Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports.

For Freight, Passage, and further information, apply at the Company's local Branch Office at No. 3, Des Vaux Road Central, Hongkong, 15th August, 1905. T. ARIMA, Manager. [14]

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR

FOR	STEAMERS	TO SAIL	REMARKS.
MOJI and KOBE Direct	(PEKIN)	About 15th August	Freight only.
CALCUTTA VIA SINGAPORE	(PEHAWUR)	About 16th August	Freight only.
YOKOHAMA VIA SHANGHAI, MOJI and KOBE	(CEYLON)	About 18th August	Freight and Passage.
MARSEILLES, LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO and PORT SAID	(JAPAN)	About 15th August	Freight and Passage.
SHANGHAI	(NUBIA)	About 24th August	Freight and Passage.
LONDON, &c.	(MALTA)	Noon, 25th August	See Special Advertisement.

For further Particulars, apply to L. S. LEWIS, Acting Superintendent, Hongkong, 14th August, 1905. [1]

## HAMBURG-AMERIKA LINIE.

OSTASIATISCHER DIENST.

Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, Oporto, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS, NORTH and SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SPEZIA	HAVRE and HAMBURG	On 20th Aug. Freight.
LIBERIA	HAVRE and HAMBURG	On 7th Sept. Freight.
PRINZ HEINRICH	HAVRE and HAMBURG	On 8th Sept. Freight & Passengers.
SCANDIA	HAVRE and HAMBURG	On 20th Sept. Freight & Passengers.
SILEZIA	HAVRE and HAMBURG	On 4th Oct. Freight & Passengers.
SLAVONIA	HAVRE and HAMBURG	On 18th Oct. Freight & Passengers.
VANDALIA	NEW YORK VIA SUEZ	About beginning of Oct. Freight.

\* Special attention of intending Passengers is drawn to the splendid accommodation of these steamers. Saloon and cabin staterooms. Lighted throughout by electricity. Daily qualified doctor and stewardesses are carried.

For Further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, QUEEN'S BUILDING.

## IMPERIAL GERMAN MAIL LINE.

NORDDEUTSCHER LLOYD, BREMEN.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG, PORTS IN THE LEVANT, BLACK SEA and BALTIC PORTS, ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR and SOUTHAMPTON TO LAND PASSENGERS and LOGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	SAILING DATES.
PRINZ HEINRICH	18th August
PRINZ EITEL FRIEDRICH	30th August
PREUSSEN	13th September
BOON	27th September
BAVERN	11th October
ZITEN	25th October
PRINZESS ALICE	8th November
SACHSEN	22nd November
PRINZ REGENT LUTPOLD	6th December
PRINZ HEINRICH	20th December

ON FRIDAY, the 18th day of AUGUST, 1905, at Noon, the Steamship "PRINZ HEINRICH," Captain P. Grosch, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on WEDNESDAY, the 16th August. Cargo and Speed will be received on Board until 5 P.M., on THURSDAY, the 17th August, and Parcels will be received at the Agency's Office until Noon, on THURSDAY, the 17th August.

Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50, and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation, and carries a Doctor and Stewardesses. Linen can be washed on board.

For further Particulars, apply to MELCHERS & CO., AGENTS.

Hongkong, 16th August, 1905. [15]

## PORTLAND &amp; ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG STRAITS VIA INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR

OPERATING IN OREGON RAILROAD & NAVIGATION CO. CONNECTION WITH THE

STEAMERS.	Tons.	CAPTAIN	TO SAIL AT DAYLIGHT ON
"ARAGONIA"	5,198	Schuldt	September 1st, 1905.
"NICOMEDIA"	4,370	Wagmann	September 28th, 1905.
"NUMANTIA"	4,370	Feldmann	October 14th, 1905.
"ARABIA"	4,498	Metzger	November 7th, 1905.

Through Bills of Lading issued to Pacific Coast Ports and Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

S. SILVERSTONE, ACTING GENERAL AGENT, Hongkong, 15th August, 1905. [13]

## VESSELS ON THE BEAT.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL (WITH LIBERTY CALL AT MALABAR COAST).

PROPOSED SAILINGS FROM HONGKONG, 1905.

"ST. HUGO" ... 15th Aug.  
"SHIMOSA" ... 27th Aug.  
"SATSUMA" ... 25th Sept.  
For Freight and further information, apply to DODWELL & CO., LD., Agents.

Hongkong, 15th August, 1905. [23]

## THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS.

PLYMOUTH AND LONDON THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN GULF, CONTINENTAL, AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship

"MALTA," Captain R. A. Peters, carrying His Majesty's Mails, will be despatched for Bombay on SATURDAY, the 26th August, at Noon, taking passengers and cargo for the above ports in connection with the Company's s.s. "Macedonia," 10,500 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all cargo for France, and Ten for London (under arrangement), will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London. Other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Calcutta," due in London on the 8th October, 1905.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to L. S. LEWIS, Acting Superintendent, Hongkong, 14th August, 1905. [1]

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR ROME AND TRIESTE DIRECT, CALLING AT SINGAPORE, PENANG, CALCUTTA, COLOMBO, BOMBAY, ADEN, SUEZ and PORT SAID.

(Taking Cargo at through rates to the BRAZIL, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS.)

THE Company's Steamship

"AUSTRIA," Captain Colledani, will be despatched as above on TUESDAY, the 29th inst., P.M.

This steamer has splendid accommodation for passengers, electric light and carries a doctor. For information as to Passage and Freight



# OCEAN STEAMSHIP COMPANY, LD. AND CHINA MUTUAL STEAM NAVIGATION CO., LD. JOINT SERVICES.

PORTNIGHTLY SAILINGS FOR LONDON AND CONTINENT.  
MONTHLY SAILINGS FOR LIVERPOOL.

TAKING CARGO ON THROUGH BILLS OF LADING FOR ALL EUROPEAN,  
NORTH AND SOUTH AMERICAN, WEST AUSTRALIAN, JAPAN  
AND HUMBATA PORTS.

## EUROPEAN SERVICE.

FROM	STEAMERS	TO	DATE
GLASGOW and LIVERPOOL	"PELEUS"	On 16th August.	
GLASGOW and LIVERPOOL	"ALCINOUS"	On 23rd August.	
GLASGOW and LIVERPOOL	"AGAMEMNON"	On 30th August.	
GLASGOW and LIVERPOOL	"JASON"	On 31st August.	
GLASGOW and LIVERPOOL	"TEUKAI"	On 10th September.	

## HOMEWARDS.

FROM	STEAMERS	TO	DATE
LONDON, AMSTERDAM and ANTWERP	"IDOMENEUS"	On 17th August.	
GENOA, MARSEILLES and LIVERPOOL	"STENTOR"	On 24th August.	
LONDON, AMSTERDAM and ANTWERP	"PAKLING"	On 29th August.	
GENOA, MARSEILLES and LIVERPOOL	"ACHILLES"	On 12th September.	
LONDON, AMSTERDAM and ANTWERP	"YANGTSE"	On 20th September.	
LONDON, AMSTERDAM and ANTWERP	"ANTENOR"	On 26th September.	

\* Taking Cargo for Liverpool at London Rates.

## TRANS-PACIFIC SERVICE.

Operating in conjunction with  
THE NORTHERN PACIFIC RAILROAD CO.

AND TAKING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND  
COMMON PORTS IN THE UNITED STATES OF AMERICA AND CANADA.  
EASTWARD.

FROM	STEAMERS	TO	DATE
VICTORIA, SEATTLE, TACOMA, and PACIFIC COAST PORTS, VIA	"JASON"	On 3rd September.	

FROM	STEAMERS	TO	DATE
TACOMA, SEATTLE, VICTORIA, and PACIFIC COAST	"NINGCHOW"	On 17th August.	

For Freight, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS. [9-10]

Hongkong, 16th July, 1905.

# CHINA NAVIGATION CO. LIMITED.

FROM	STEAMERS	TO	DATE
TSINGTAO, CHEFOO, NEWCHANG, SHANGHAI and CHINKIANG	"CHUNYANG"	On 17th August.	
SHANGHAI and CHINKIANG	"KIUKIANG"	On 18th August.	
CHU and LOLO	"SUNGKIANG"	On 22nd August.	
SWATOW, WEIHAWEI, CHEFOO, and TIENTSIN	"CHIHU"	On 22nd August.	
MANILA	"TEAN"	On 22nd August.	

Installation of Passengers is directed to the superior accommodation offered by these  
steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified  
Surgeon is carried.

\* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.  
\* Taking Cargo and Passengers at through rates for all New Zealand Ports and other  
Australasian Ports.

RETURNED SALOON FARES, SINGLE AND RETURN, TO MANILA AND  
AUSTRALIAN PORTS.

For Freight or Passage, apply to—

**BUTTERFIELD & SWIRE,**  
AGENTS. [11]

Hongkong, 15th August, 1905.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between  
Hongkong and Manila. Saloon amidships. Electric Light. Perfect  
Cuisine. SURGEON and STEWARDESS carried. All the most up-to-  
date arrangements for comfort of Passengers.

# CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAPIRO	2540	R. Hodger	Manila	Sat, 26th Aug. Noon.
RUBI	2540	A. H. Noley	Manila	Sat, 2nd Sept. Noon.

For Freight or Passage apply to

**SHEWAN, TOMES & CO.,**  
GENERAL MANAGERS. [15]

Hongkong, 14th August, 1905.

# HONGKONG-NEW YORK.

# AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK VIA PORTS AND SUEZ  
CANAL.

(WITH LIBERTY TO CALL AT THE MALABAR COAST).  
S.S. "SIRREA BLANCA" ... On 20th September.

For freight and further information apply to

**SHEWAN TOMES & CO.,**  
GENERAL AGENTS. [1004]

Hongkong, 7th August, 1905.

# INDO-CHINA STEAM NAVIGATION CO. LIMITED.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
STEAMERS TO SAIL.

FROM	STEAMERS	TO	DATE
SINGAPORE, SOUBABAYA and SAMARANG	"FOOSHING"	Thursday, 17th Aug. 3 p.m.	
MANILA	"KUENSANG"	Friday, 18th Aug. 4 p.m.	
SHANGHAI	"KWONGSANG"	Saturday, 19th Aug. 3 p.m.	
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Tuesday, 22nd Aug. Noon.	
TIENTSIN	"ESANG"	Friday, 25th Aug. 3 p.m.	

\* These steamers have superior accommodation for First-Class Passengers and are fitted  
throughout with Electric Light.

\* Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang and Yangtze  
Ports.

For Freight or Passage, apply to

**JARDINE, MATHESON & CO.,**  
GENERAL MANAGERS. [18]

Hongkong, 16th August, 1905.

# CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN, AND EUROPE, VIA CANAD  
AND THE UNITED STATES.

CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND  
VICTORIA, B.C.

SAVING THREE TO SEVEN DAYS ACROSS THE PACIFIC.

R.M.S. Proposed SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).  
"EMPRESS OF INDIA" 6,000 Tons Com. E. Bootham, R.N.R. WEDNESDAY, 23rd Aug.  
"TARTAR" 4,425 Tons Com. W. Davidson, R.N.R. WEDNESDAY, 13th Sept.  
"EMPRESS OF JAPAN" 6,000 Tons Com. H. Pybus, R.N.R. WEDNESDAY, 20th Sept.  
"EMPRESS OF CHINA" 6,000 Tons Com. R. Archibald, R.N.R. WEDNESDAY, 18th Oct.  
"ATHENIAN" 3,852 Tons Com. S. Robinson, R.N.R. WEDNESDAY, 1st Nov.  
Hongkong to London, 1st Class Intermediate on Steamer via S. Lawrence £80. via New York £20.  
and 1st Class Rail " " " £40. " " £42.

THE magnificent TWIN-SCREW "EMPRESS" STEAMSHIP passing through the  
tunnels INLAND SEA OF JAPAN, usually make the voyage YOKOHAMA to  
VANCOUVER (B.C.) in 12 DAYS and make connection with the PACIFIC OVERLAND  
TRAINS FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE.

R.M.S. "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only at  
Intermediate rates, affording superior accommodation for that class.

Passengers Booked through all principal points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval  
Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese  
and Japanese Governments.

For further information, Maps, Guides, Handbooks, Rates of Passage and Freight, apply to  
D. E. BROWN, 4th Floor, 40, Queen's Road, Hongkong.

# JAVA-CHINA-JAPAN LIJN.

REGULAR FOUR-WEEKLY SERVICE BETWEEN

JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMAH	JAVA	Second half of August	JAPAN via SHANGHAI	Second half of August
TJILATJAP	JAPAN	Second half of August	JAVA PORTS	First half of September
BOGOR	JAPAN	First half of September	JAVA PORTS	First half of September
TJIPANAS	JAVA	Second half of September	JAPAN via SHANGHAI	Second half of September

The Steamers are all fitted throughout with Electric Light and have accommodation for a  
limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian ports not  
through Bills of Lading.

For Particulars of Freight and Passage, apply to the  
HEAD AGENCY OF THE

**JAVA-CHINA-JAPAN LIJN.**

Alexandra Buildings, 3rd Floor,  
Hongkong, 8th August, 1905.

Telephone No. 375.

[16]

# VESSELS ON THE BERTH

COMPAGNIE DES MESSAGERIES  
MARITIMES.  
FRENCH MAIL STEAMERS.

STEAM FOR SATON,  
SINGAPORE, BATAVIA,  
COLOMBO, INDIA, ADEN,  
EGYPT, MARSEILLES,  
LONDON, HAVRE, BOR-  
DEAUX, MEDITERRA-  
NEAN, AND BLACK SEA  
PORTS.

THE Steamship

"SYDNEY" Captain Combe, will be despatched for  
MARSEILLES on TUESDAY, the 22nd  
August, at 1 p.m.

Passage tickets and through Bills of Lading  
issued for above ports.

Cargo also booked for principal places in  
Europe.

Next sailings will be as follows:  
S.S. "ARMAND BEHC" 5th Sept.  
S.S. "ERNEST SIMONS" 19th Sept.  
S.S. "POLYNESIE" 3rd Oct.

G. DE CHAMPEAUX,  
Agent.

Hongkong, 9th August, 1905.

# WEEBIN LINE OF STEAMERS SINGAPORE.

STEAMERS.

CHARTERHOUSE

GLYNFALLOCH

NANYONG

HONG BEE

HONG WAN I

HONG MOH

Upon the arrival of the above steamers at  
Hongkong, Consignees are requested to forward  
Bills of Lading to the undersigned, for  
counter-signature and to take immediate delivery,  
otherwise the cargo will be landed and stored  
in Godowns at Consignees' risk and expense.  
No Fire Insurance will be effected.

JOO TEK SENG,  
Agents, Hongkong.

Hongkong, 28th July, 1905.

# "HONGKONG DAILY PRESS" PUBLICATIONS.

DIRECTORY AND CHRONICLE  
OF THE FAR EAST ... \$10.00

DIRECTORY OF PROTESTANT  
MISSIONARIES IN CHINA,  
JAPAN AND COREA ... 0.50

POLITICAL OBSTACLES TO MIS-  
SIONARY SUCCESS IN CHINA  
THE CONTRAST QUESTION ... 0.50

A Judgment by Sir H. Bowdler ... 0.50

TRADE MARK REGULATIONS  
IN CHINA ... 0.50

FROM HONGKONG TO CANTON,  
BY THE PEARL RIVER ... 1.50

FROM PORTSMOUTH TO PEKING,  
VIA LADYSMITH WITH A  
NAVAL BRIGADE (Cruise of  
H.M.S. Terrible) ... 1.00

MOUNTINGS OF NAVAL GUNS  
and their Subsequent Use with the  
Ladysmith Relief Column ... 0.50

WARRICK EXPLOITS OF THE  
MERCHANT NAVY, by J. E.  
Featherstonhaugh ... 2.00

CALLED OUT, or the Chung Wang's  
Daughter, an Anglo-Chinese Ro-  
manche, by Miss L. H. Hallowell ... 2.00

RATES OF EXCHANGE AT  
HONGKONG English Mail days  
1874 to 1904 ... 2.00

MAIL TABLES FOR 1905 ... 0.20 & 0.30

MAP OF WEST RIVER ... 0.25

# NOTICE TO CONSIGNEES

OCEAN STEAMSHIP COMPANY,  
LIMITED,  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION COMPANY, LIMITED.

CONSIGNEES per Company's Steamer

"COPOACK."

are hereby notified that the Cargo is being  
discharged into Craft, and/or landed at the  
Godowns of the Hongkong and Kowloon  
Wharf and Godown Co., Ltd., where in both  
cases it will lie at Consignees' risk. The Cargo  
will be ready for delivery from Craft or Godown  
on and after the 12th inst., unless notice  
Optional Cargo will be landed, unless notice  
has been given prior to steamer's arrival.

All broken, chafed, and damaged Goods are  
to be left in the Godowns, where they will be  
examined at 11 a.m., on the 16th inst.

No Claims will be admitted after the Goods  
have left the steamer's Godown, and all Goods  
remaining undelivered after the 16th inst. will  
be subject to rent.

No Claims against the Steamer must be  
presented to the Undersigned on or before the  
19th inst., or they will not be recognised.

No Fire Insurance has been effected.

"BUTTERFIELD & SWIRE,  
Agents.

Hongkong, 9th August, 1905. [9-10]

# NOTICE TO CONSIGNEES

THE P. & O. S. N. Co.'s Steamer

"BENGAL."

Consignees of Cargo by the above-named  
vessel are hereby informed that their Goods are  
being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and Godown  
Company's Godowns at Kowloon, where each  
consignment will be sorted out, Mark by Mark,  
and delivery can be obtained as soon as the  
Goods are landed.

This vessel brings on Cargo:—

From London &c. ex ss. Victoria.

From Australia, ex ss. Marmora.

From Calcutta, ex ss. Dorcas.

From Persian Gulf, ex ss. B. I. S. N.

and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless  
instructions are given to the contrary before  
NOON TO-DAY.

Goods not cleared by the 16th inst. at 4 p.m.  
will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

Damaged packages must be left in the Go-  
downs for examination by the Consignees, and  
the Company's representatives at an appointed  
hour. All Claims must be presented within  
ten days of the steamer's arrival here, after  
which date they cannot be recognised. No  
Claims will be admitted after the Goods have  
left the Godowns.

L. S. LEWIS,  
Acting Superintendent.

Hongkong, 10th August, 1905. [1]

# "INDRA" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

FROM NEW YORK VIA SUEZ CANAL.  
THE Company's Steamship

"INDRASAMHA."

having arrived from the above ports, Consignees  
of Cargo are hereby informed that their Goods  
are being landed and placed at their risk in the  
Hongkong and Kowloon Wharf and  
Godown Company's Godowns at Kowloon, where  
each consignment will be sorted out, Mark by  
Mark, and delivery can be obtained as soon as  
the Goods are landed.

Goods not cleared by the 17th inst. at 4 p.m.  
will be subject to rent.

No Fire Insurance will be effected by us in  
any case whatever.

All damaged packages must be left in the Go-  
downs, and a certificate of the damage  
obtained from the Godown Company within ten  
days after the vessel's arrival here, after which  
no claims will be recognised.

JARDINE, MATHESON & CO.,  
Agents.

Hongkong, 11th August, 1905. [1574]

# PURE FRESH WATER.

THE HONGKONG STEAM WATER  
BOAT CO., LD., is prepared to supply  
ANY QUANTITY OF PURE FRESH  
WATER to the Shipping, both for Deck and  
Boilers.

Call Flag W.

J. W. KEW,  
Manager.

Hotel Majestic, 3rd Floor.

Hongkong, 8th August, 1905. 1433

# NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS  
in CHINA AND JAPAN for the above Line  
are prepared to issue  
BILLS OF LADING for all the principal ports in  
SOUTH AFRICA, in connection with the  
CHINA STRAITS NAVIGATION CO.'S fortnightly  
service hence to CALCUTTA. Sailings from  
CALCUTTA for CAPE PORTS every fortnight.  
For Freight and further particulars, apply to—

DODWELL & CO., LIMITED.

General Agents for China and Japan

Hongkong, 4th August, 1905.

# VISITORS AT HOTELS.

HONGKONG HOTELS.

Miss Adams	Mr. S. L. Lewis
Mrs. M. Barker	Mr. A. Loeff
Mr. M. Bertenson	Mr. H. Livingston
Mr. H. I. Black	Mr. D. Macdonald
Mr. & Mrs. J. E. Bing-	Dr. O. Macneil
ham and child	Mr. R. S. Maynard
Mr. S. Biney	Mr. P. C. McNeill
Mr. W. S. Bissell	Mr. & Mrs. E. M. Mook
Mr. E. A. Bonner	Mrs. M. M. Mook
Mr. F. G. Brighton	Mr. P. L. Miller
Mr. L. Broughall	Mr. & Mrs. E. M. Mook
Mr. & Mrs. W. C.	Dr. W. H. A. Moore
Bunton	Mrs. Morrison
Mr. W. L. Cactor	Mr. E. H. Murray
Mr. and Mrs. H. K.	Mr. O. C. O'Brien
Chambers	Mr. H. L. Packer
Hon. Dr. Francis Clark	Mr. F. L. Pao
Mr. T. Clark	Mr. W. Parfitt
Mr. A. O. Clark	Mr. & Mrs. M. Pastor
Eng. L. and Mrs. H. I.	Mrs. E. Offord Patey
Chung, M.	Mr. W. P. Pao
Mr. G. Cunningham	Mr. & Mrs. T. L.
Mr. D. de Duha	Porsing
Capt. & Mrs. J. Douglas	Dr. L. R. Kael
Mr. T. G. Downing	Mrs. J. S. R. R. R. R. R.
Mr. Fitzgibbon	Mr. L. R. Kael
Mrs. M. Fitzgibbon	Mr. F. A. Robbins
Mr. J. D. Fitzgerald	Mrs. Robbins
Mr. H. Fletcher	Mr. O. C. R. R. R.
Mr. F. L. Gadd	Mr. J. J. Shea
Mr. C. Glover	Mr. F. L. Skinn
Dr. P. G. G. G.	Mr. C. Skett
Mrs. E. G. G.	Mr. E. A. Seewin
Capt. T. A. Hall	Mr. H. H. Staley
Mr. B. Harding	Mr. M. M. Stewart
Eng. Capt. Harst, M.S.	Mr. M. L. Thompson
Mr. G. H. Innes	Mr. C. H. Thornborrow
Mr. J. K. J.	Mr. J. M. Underwood
Dr. and Mrs. H. D.	Mr. J. M. Underwood
Knudsen	Mr. J. M. Underwood
Mr. A. H. Laing	Miss E. Watkins
Mr. F. B. Lane	Mr. A. W. Whitlow
Mr. H. J. C. Large	Mr. and Mrs. Wright
Major Lawless	Mr. James Wright
Mr. A. M. Lewis	Mr. B. Yankoff

KING EDWARD HOTEL.

Mr. M. E. Asger	Mr. C. Krav
Mr. A. E. Asger	Capt. H. Krebs
Mr. & Mrs. O. P. Austen	Mr. John Kynoch
Mr. H. W. Booth	Mr. Frank H. Long
Miss S. L. Byington	Miss D. Langdon
Mr. and Mrs. W. P. Chamberlain	Mr. E. J. Jones
Mr. W. P. Hubbard	Mr. W. W. Farnes
Mr. J. Watt Jameson	Mr. Pedro Nelsso d Silva
Miss J. W. Jameson	Mr. K. Tonami



